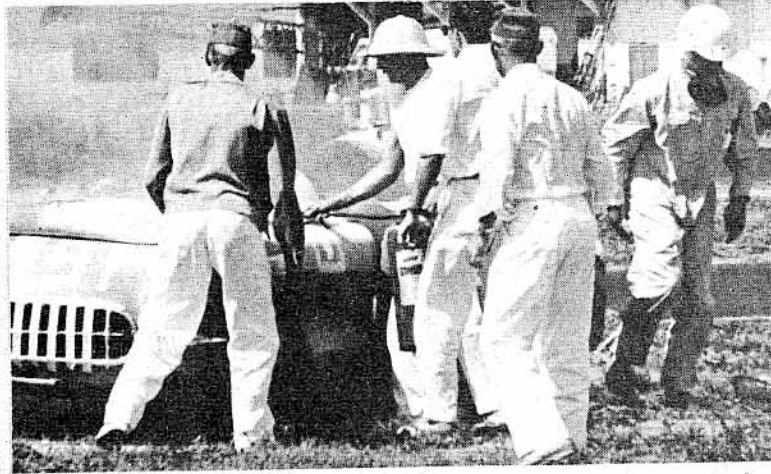


MOTOR RACING

and
ECONOMY CAR NEWS

Vol. 4—No. 23 Culver City, Calif.
(Published Bi-Weekly except last issue of Calendar Year)

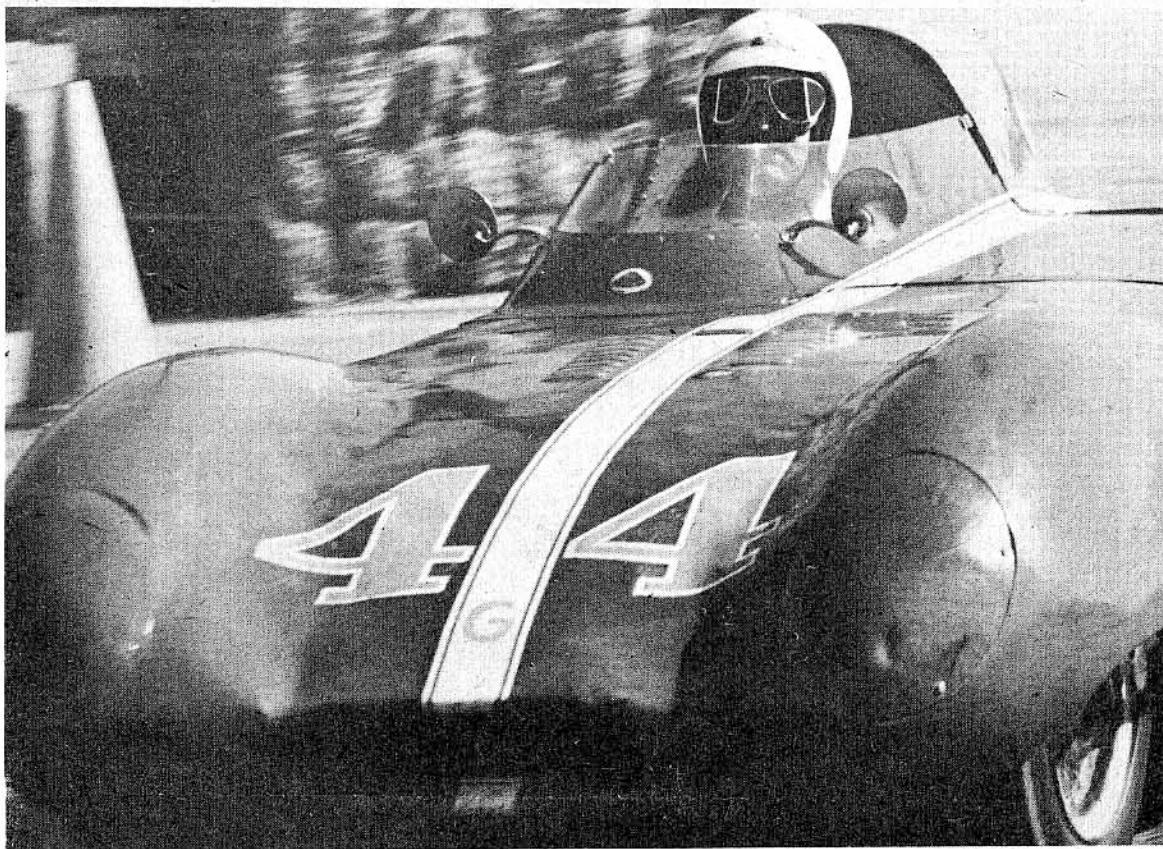
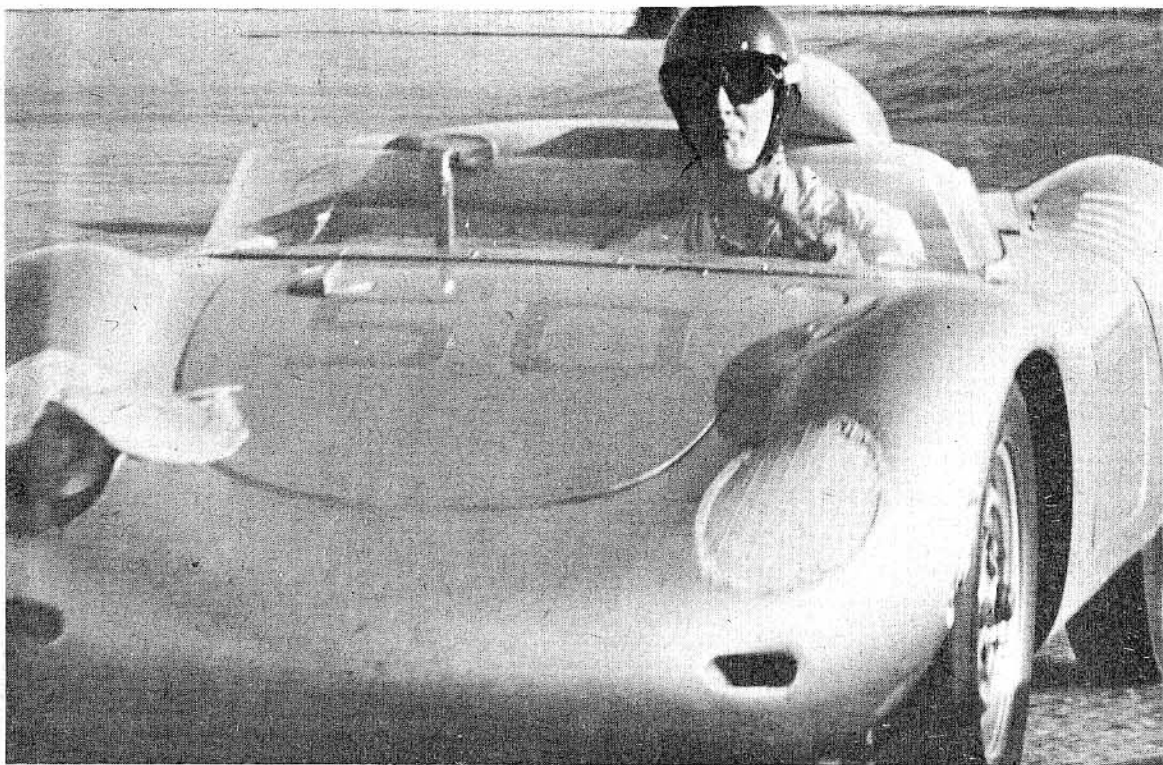
Sept. 18-25, 1959
25c



ACTION!

★ ★ ★

AT TOP, flagmen scamper as Wm. Myers' Porsche Carrera Spdst. shoots off course at Santa Barbara, striking cement culvert. Car on course was unaffected. No injuries. Center left: Bob Bondurant, his Corvette afire, pulls off course and has door open before leaping. At right, flagmen extinguish blaze. Bob, OK, is at far right. Bottom photo: Curley Brayer's Coventry Climax Spl., carburetors flooding, pulled into pits, caught fire and was badly damaged. Pilot was unhurt. (Top and center photos by Bill Norcross; bottom, Jack Brady)



KEN MILES (top) on his way to victory in over-2000cc race for modifieds at Santa Barbara. Frank Monise, Lotus Mk. XI, does likewise in under-2000cc race. Other photos, pages 4-5. (Photos by Robert P. Tronolone)

Miles Wallops Field at S. B.

By W. R. C. SHEDENHELM
MOTORACING Staff Writer

SANTA BARBARA, Calif. Sept. 6—Ken Miles, North Hollywood car salesman, won the over-2000cc main event, and the Ernie McAfee Memorial Trophy, in a Porsche RSK 1600cc roadster today, lapping all the big-bore competition up to 2nd place Dick Morgensen (Ferrari TR) in the process.

Some 12,000 fans (paid) saw Saturday's winner, Billy Krause (Maserati 450S), leap into the lead of the 25-lap race, followed by Miles,

Huletta. Krause went into the pits on the next lap, a shock absorber torn from the frame by the strain, and was out of the race.

Huletta Overheats

On the 16th lap, it was Huletta who coasted into the pits, 15 seconds ahead of Miles, with a generator mount twisted so that the water pump would not work and the engine overheated. After Miles had lapped 3rd running Livingstone, he stroked the RSK to a 17-second win over Morgensen's 3.0 Ferrari, with an average speed of 77.55 mph, as against Krause's Saturday average of 78.9 mph. Only 9 of the 19 starters finished the 55-mile race.

Course Changes

The Goleta course was several seconds faster on Saturday, due to the straightening of turns 2 and the widening of turn 3. After Eric Moir went headon into the telegraph pole outside turn 3 and many other

(Continued on Page 4-5)

BUGATTI RACE

Patrick de Goldsmith led the 9-car Bugatti race at Santa Barbara in his 1937 Type 37A monoposto 1500cc Bugatti from start to finish of the 3-lap special event. He finished well ahead of Bob Day's 2-seater Type 51A, I. Grunell's Type 41A and John Garretson's Type 57C. Both Otto Zipper and Bob Estes' Bugattis were among the DNFs.

who had taken 2nd on Saturday and Don Huletta (Jag 'Corvette Special), who had taken 3rd.

On the fast 2.2-mile Goleta Airport course, Huletta moved into 2nd spot, ahead of Miles, on the 1st lap, then into 1st, ahead of Krause, on the 6th lap, with Miles in hot pursuit. Morgensen lost his 4th place to Frank Livingstone (Chevy Eliminator) but soon regained it.

Krause Out of Race

Huletta stretched his lead to over 9 seconds, hitting 136.37 mph down the main straight. On the 14th lap, Miles moved the RSK ahead of 2nd running Krause, 11 seconds behind

NEXT ISSUE

Coming feature in next issue of **MOTORACING**—pocket road test No. 1, the new Morris Minor, by Henry N. Manney. Don't Miss it.

Triumph Flips; Driver Killed

WILLOW SPRINGS, Calif., Aug. 30—Louis Sidney Hill, 28-year-old Triumph driver from Lancaster, Calif., was killed here today when his car skidded off turn 2 of the tricky desert course during a hill-climb held by the Corvettes Ltd. sports car club.

Hill's seat belt reportedly pulled loose when his Triumph flipped, and he was thrown under the somersaulting car. Hill died of multiple head and neck injuries before an ambulance could be summoned from Lancaster, 15 miles away.

There was no safety inspection before the event and there was no ambulance at the course.

Vignettes

By Gus V. Vignolle

\$10,000 Rally From 8 Cities A Huge Project

"Halitosis is better than no breath at all."—GUREY.

MR. PEPYS, '59 — Up and to meet with allegedly interested parties on sale of **MOTORACING**, but nothing definite yet. Down the usual tranquilizers (like peanuts), deep breath of this region's poisonous smog and off to the Olive Branch in Burbank to discuss the big \$10,000 American Intl. Rally with George Holland.

Although George has an aura of mystery about him, he deserves a tremendous hand for being the first to undertake a rally of this magnitude in this country. He made up his mind two years ago when he entered two cars in the Acapulco (Mexico) rally. George reasoned: "If Europe and Mexico can do it, why can't we in the US come up with a big cash event?"

George is a prominent automotive engineer quite hep in racing, since he has sponsored cars for years. Not too long ago he was a tough, bruising ice hockey player, but you'd never guess it by his unusually quiet demeanor.

Money in Bank

This night, George Holland was a little disturbed in a quiet sort of way. Some clowns back east had started a rumor the Oct. 13-17 rally

(Continued on Page 3)

IT'S HO 9-3594
MOTORACING's telephone number is HOLLYWOOD 9-3594.

For classified ads only, please call AXminster 2-0287 and ask for Joyce Barnard. See Page 7 for other classified ad details.

The mailing address is P. O. Box 1127, Culver City, Calif.

Motoracing Entry Ready

Sparks Duo Vies in Big Rally

Approximately 125 entries were expected before deadline for the \$10,000 American Intl. Rally slated to begin from eight cities and to run Oct. 13-17.

Chevrolet has entered nine of the new small Corvairs. Studebaker was in with six cars. There were indications that Ford would enter a number of new Falcons at the end of its 26-day "experience test run" over all federal highways. Run ends Oct. 6.

Bill Stroppe heads the 32-man team.

BULLETIN!

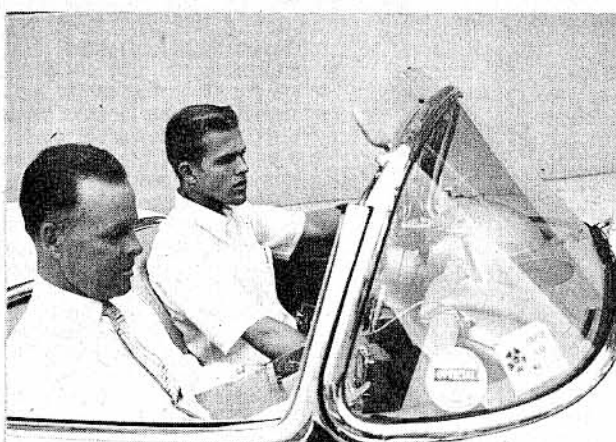
Don Royer, rallymaster and director of competition of the \$10,000 American Intl. Rally, announced at presstime that the entry deadline had been extended from Sept. 15 to Oct. 1. Starting from eight cities, the rally will be held Oct. 13-17.

Starter from Mexico City will be the duo of Bill Black-Ivo Stern-B., DeSoto. TR entries include Denise McCluggage, Doug Kennedy and Walter Cronkite.

George A. Holland, rally director, emphasized there was nothing to a rumor the event would not be held. He said about about 1/3 of entries were from LA.

A rugged entry is **MOTORACING's** tandem of Duane Sparks, this publication's rally expert, and his 21-year-old son, Jack, who will drive. They'll be in Duane's famed '57 T-Bird, last of the 2-seaters.

Famed driver Chuck Stevenson will be teamed with Duane's other son, Ted, winner of the D'Oro and de Wheelie Bounce rallies, 1st in No. Calif. standings and 7th in So. Calif. standings.



MOTORACING's ENTRY in \$10,000 American Intl. Rally consists of Duane Sparks, navigator, and his son, Jack (upper left, lower right). Director Geo. Holland receives entry check from Duane (lower left). That's George's Corvette. Entry is a '57 T-Bird. Upper right: Pretty June Masters, queen of rally which starts October 13 from eight cities and ends on October 17 at Las Vegas. (MOTORACING photos)





"Unpretentiousness? Jauntiness? Youthfulness? What the devil kind of feeling should ownership of a new small car induce?"

(Reprinted from the New Yorker)

RAHAL DAYTONA WINNER

DAYTONA BEACH, Sept. 6—Here's how the leaders finished in the Central Florida Region SCCA races at 3.81 mile Daytona International Speedway's sports car course.

Pos.	Driver	Type Car	Class	Lap
1	Ed Rahal, Savannah, Ga.	D Jaguar	C	40
2	George Metzger, Miami, Fla.	Ferrari	C	38
3	Bob Kingham, Auburndale, Fla.	Corvette	B	36
4	R. Deshom, Maderia Beach, Fla.	Austin-Healey	C	36
5	W. G. Dunn, Orlando, Fla.	AC Bristol	E	36
6	Ross Durant, Clearwater, Fla.	Alfa-Veloce	G	36
7	Bill Story, Clearwater, Fla.	Alfa-Veloce	G	35
8	Bob Richardson, Clearwater, Fla.	Alfa-Veloce	G	34
9	Lalah Neuman, Opa-Locka, Fla.	Morgan	E	34
10	Pete Laffe, Jacksonville, Fla.	Mickey Mouse Sp.	E	33

Hansgen-Crawford Win Elkhart Lake '500'

By DWIGHT PELKIN
Special to MOTORACING

ELKHART LAKE, Wis., Sept. 13—Walt Hansgen and Ed Crawford drove 500 miles in six hours, five minutes and 15 seconds here at Road America Sunday—and then needed another two hours before finding out whether their theoretically record-breaking ride was good enough to win.

The two Lister Jaguar pilots were only two of some 37,000 spectators and competitors who had to sweat out the final results in one of the most bizarre finishes in the three-year history of the Road America "500" classic. In fact, it took five and a half hours before the final positions of the 29 finishing cars were calculated.

With the awarding of the Harley Earl trophy to the veteran pair of Briggs Cunningham scuderia drivers went the distinction of obliterating two course records. One was the 500-mile average speed mark of 81.4 set by Phil Hill in a 3.8

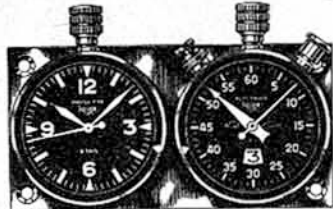
Ferrari back in 1957; the other was the single lap mark of 86.4 set by Carroll Shelby in a Maserati that same year.

Crawford blasted Shelby's record by hitting 86.486 a couple hours after the race was under way, while the winning pair's average speed for the full grind was 82.18 miles an hour.

Unsettled
When most of the 37,000 left the course, they were either under the impression that Roger Penske and Harry Blanchard had won in their RSK Porsche or that any of three different cars would eventually be declared the winner. It was that

(Continued on Page 3)

New Heuer RALLYE-MASTER



available as shown or separately
"MASTER-TIME"
8-day precision watch with back feature for synchronizing of sweep second hand.
\$63.25 F.E.T. incl.
"AUTO-RALLYE MONTE CARLO"
Shows seconds, minutes, hours to 12 hours
Also available with additional decimal or tachy scale
\$52.50 (no F.E.T.)
"RALLYE-MASTER" as shown
Combined Master-Time & Monte Carlo
\$115.75 F.E.T. incl.
Most Complete Selection of Rallye Equipment in U.S.

Headquarters for Rally Equipment Write for free Rally Equipment Catalog

FELDMAR STOPWATCH DISTRIBUTORS
8971 W. Pico Blvd. Los Angeles 35, Calif.
C.R. 1-7872 BR. 2-1364



PACIFIC COAST Point Standings

By ERIC HAUSER

The following point awards, compiled last Sept. 10, include road races at Riverside, Seafair at Shelton, Wash., SF SCCA at Tracy, Calif., and CSCC Labor Day program at Santa Barbara.

A protest filed against one class leader at Santa Barbara will result in loss of ALL points earned if the protest is upheld.

Modified Over 2000cc

- | | |
|---------------------------------|----|
| 1. Dick Morgensen, Ferrari | 61 |
| 2. Richie Ginther, Ferrari | 47 |
| 3. Bill Krause, Maserati | 40 |
| 4. Jack Flaherty, Lister-Jaguar | 39 |
| 5. Chuck Daigh, Special | 20 |
| 6. Carlyle Blackwell, D-Jaguar | 20 |
| 7. Don Hulet, Chev. Spl. | 17 |
| 8. Josie von Neumann, Ferrari | 17 |

Class E Modified

- | | |
|----------------------------|----|
| 1. Sam Weiss, Porsche RSK | 88 |
| 2. Ken Miles, Porsche RSK | 73 |
| 3. Gordy Glyer, Ferrari TR | 54 |
| 4. Jay Chamberlain, Lotus | 32 |
| 5. Jack McAfee, Porsche | 20 |

Class F Modified

- | | |
|------------------------------|----|
| 1. Bob Drake, Cooper | 30 |
| 2. Joe Playan, Porsche RS | 24 |
| 3. Don Wester, Porsche | 23 |
| 4. C. S. Howard, Porsche RSK | 20 |
| 5. Bill Leyden, OSCA | 17 |

Class G Modified

- | | |
|-------------------------|----|
| 1. Art Snyder, Lotus | 85 |
| 2. Frank Monise, Lotus | 40 |
| 3. James Lowe, Lotus | 40 |
| 4. Jack Reddish, Lotus | 28 |
| 5. Stan Peterson, Lotus | 19 |

Class H Modified

- | | |
|---------------------------|----|
| 1. Harry Jones, Lotus | 54 |
| 2. Bill Moller, Fairchild | 48 |
| 3. Chuck Gounis, Crosley | 20 |
| 4. Don Miller, Miller | 18 |
| 5. Bill Wood, DB | 18 |

Class B Production

- | | |
|----------------------------|----|
| 1. Bob Bondurant, Corvette | 53 |
| 2. Vince Mayell, Corvette | 32 |
| 3. Hugh Harn, Corvette | 30 |
| 4. Fred Grant, Corvette | 24 |
| 5. Ray Altman, Corvette | 18 |

Class C Production

- | | |
|----------------------------|----|
| 1. Dean Mears, MB 300SL | 68 |
| 2. Hap Richardson, Jaguar | 31 |
| 3. Peter Culklin, MB 300SL | 23 |
| 4. Gail Carver, Jaguar | 15 |
| 5. Ted Roberts, Jaguar | 15 |

Class D Production

- | | |
|---------------------------------|----|
| 1. Jimmy Moore, Porsche GT | 39 |
| 2. Jack Breskovich, AH 100S | 35 |
| 3. D. D. Michelmore, Porsche GT | 32 |
| 4. John Barneson, Porsche GT | 24 |
| 5. Bob Windhorst, AH 100S | 21 |

Class E Production

- | | |
|-----------------------------|----|
| 1. Charles Parsons, Porsche | 53 |
| 2. Bob Kastner, Triumph | 36 |
| 3. Ron Bucknum, Porsche | 31 |
| 4. Lew Spencer, Morgan | 28 |
| 5. Rick Hilgers, Morgan | 18 |
| 6. Willie West, Morgan | 18 |

- | | |
|------------------------|----|
| Class F Production | |
| 1. Frank Aldous, Alfa | 35 |
| 2. John Lumkin, MGA | 24 |
| 3. Mike Roetner, Alfa | 23 |
| 4. Ron Hathaway, Alfa | 23 |
| 5. Steve Froines, Alfa | 19 |
| 6. Ed Barker, Porsche | 18 |

- | | |
|-----------------------|----|
| Class G Production | |
| 1. Dick Hayward, Alfa | 40 |
| 2. John English, Alfa | 39 |
| 3. Steve Dredge, MG | 24 |
| 4. Marshall Swape, MG | 19 |
| 5. Jack Rebney, Alfa | 17 |
| 6. Jim Honeter, MG | 16 |

- | | |
|-------------------------------|----|
| Class H & I Production | |
| 1. Dan Parkinson, Abarth-Fiat | 41 |
| 2. Jim Parkinson, Abarth-Fiat | 41 |
| 3. Willie West, Abarth-Fiat | 31 |
| 4. Ray Pickering, AH Sprite | 22 |
| 5. Phil Binks, AH Sprite | 14 |
| 6. Paul Cunningham, AH Sprite | 13 |

- | | |
|----------------------------------|----|
| Women Over 1600cc | |
| 1. Barbara Windhorst, AC Bristol | 41 |
| 2. Mary McGee, AC Bristol | 21 |
| 3. Joan Galloway, Lotus s/c | 19 |
| 4. Lorraine Wood, Austin Healey | 16 |
| 5. Ginny Sims, Corvette | 14 |
| 6. Marie Dixon, Maserati | 14 |

- | | |
|-----------------------------|----|
| Women Under 1600cc | |
| 1. Sunnie Baker, Porsche | 44 |
| 2. Betty Shutes, Porsche RS | 27 |
| 3. Prudence Baxter, Lotus | 26 |
| 4. Odette Bigler, MG | 19 |
| 5. Mary Davis, Cooper | 19 |
| 6. Katherine Bliss, MGA | 16 |

Letters

RACING NEWS FIRST

Sorry I let this lapse—I don't know how I've gotten by without my last two issues of your neat little rag.

Re your poll—let's keep with racing news, charts and other interesting info on racing first. Then use anything for a filler.

T. Wilson and W.R.C. are good for laughs, as is H. Manney.

Keep up the good work!

RAY NICHOLSON
Mar Vista, Calif.

CHEERS FOR WRC

Thought we would drop a line to tell you WE LIKE SHEDENHELM.

His column provides very interesting and entertaining reading. To those of us who follow the races consistently it gives a welcome note of humor in an otherwise serious game.

We hope you continue to include his column in your very wonderful paper.

DICK AND RUBY TODD
Pomona, Calif.

How MOTORACING Ads Pay Off

1944 Simpson Ave.
Fresno, California
Sept. 3, 1959

Dear Gus:

Surely MotoRacing must have set some sort of classified record in my case!

My racing partner, George Harm (of KARM Radio) and I talked at length about the sort of car we wanted so as to turn to modified racing. I made trips and phone calls north and south. We considered new machines in every class from 1100 to 5000 and the used ones as well. We finally decided upon the purchase of a two to three litre used Ferrari and of course decided that the best place to advertise was in MotoRacing.

I prepared the ad and looked up a previous copy of your paper to determine the correct address for the Classified Department. Sure, I found it, but at the same time I noted Gordie Glyer's insertion offering his Ferrari Testa Rossa 2 litre for sale.

So, on the same day of sending in the ad, I also wrote Gordie a letter of inquiry. His reply seemed honest and to the point. After a few phone calls which tentatively set up the deal, George and I chartered a Cessna (I don't know what class they run in) and flew to Vaca Valley Raceways where we were met by Gordie with the Ferrari on his van. I turned eight or ten laps; was assured that this was not a "miracle" car but would at least somewhat keep up of the way of the RSK's (which is exactly what we expect to do). At the conclusion of about an hour of negotiation, Gordie was handed a cashier's check for the amount he had asked for the Ferrari, van, spares . . . the whole works. No bickering.

The car has proven to be exactly as he represented it. We realize what is to be expected of a machine with at least 63 races on it. Gordie had a new set of rear-end bearings which he knew should be installed. Upon tearing it down, it was noted that the pinion showed signs of wear. Gordie insisted that it be replaced and paid for the new ring and pinion gear although we certainly did not expect any sort of guarantee. His is a very unusual attitude in the light of normal automotive transactions but we also learn that this is representative of his firm, International Sports Cars, Ltd.

At any rate, Gordie, George, I . . . everyone concerned is very happy . . .

Sincerely,
(Signed) Chuck Cornett

Subscribe to MOTORACING

*TRIUMPH TR3
*ALFA ROMEO
*RENAULT
*HILLMAN MINX
*PEUGEOT
*BORGWARD
*DKW

DRIVE
THEM ALL
COMPARE
AT ONE TIME

\$25 down
36 months to pay

NICK
PASTOR

3451
FIRESTONE
South Gate,
California

LOraine
7-2161



Ferrari REPRESENTATIVES

of California

1767 North Cahuenga Boulevard
Hollywood 28, California
Hollywood 9-1174

Sales and Service under Management of Paul "Richie" Ginther



Above are Ford's first official photographs of its new economy car—the Falcon. Ford expects to build 100,000 of them by the end of 1959.

The Falcon has a water-cooled, front-mounted engine.

Wheelbase is 8½ inches shorter than standard cars and its over-all length 27 inches shorter than a 1959 Ford Fairlane, yet it is a full six-passenger car.

The new overhead-valve, water-cooled Falcon engine has a piston displacement of 144 cubic inches and a 3½-inch bore with a 2½-inch stroke.

EVEN ON TRAINS

On the train on the way from Los Angeles to San Antonio, where my daughter and son-in-law, Harriet and Don Vasoue, were to meet me and drive me to Mexico City, the conductor was reading—guess what? MOTORACING! I didn't know railroad conductors were interested in the sport.

ADELE WEAVER
San Antonio, Tex.

STICK TO RACING

Keep Shedenhelm going, but make him stick to racing and allied subjects.

STUART DANE
Los Angeles

KEEP WRSC

It's about this "Slightly Modified" column by W.R.C.S., etc. that appears in every issue of Motoracing. Cut the column and I'll cut my subscription. Get it?

DICK MESSER
Los Angeles

The wart hog is found in South Africa.

MOTORACING AND ECONOMY CAR NEWS

Published Bi-weekly, except last issue of calendar year by V. & P., Inc.
3862 Westwood Blvd.
Culver City, Calif.
Hollywood 9-3594

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8, or phone AX. 2-0287.

Gus V. Vignolle . . . Editor & Publisher
Jules Delancey . . . Advt. Mgr.
June Vignolle . . . Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127
Culver City, Calif.
YEARLY SUBSCRIPTION RATES

Domestic \$3 — Foreign \$4
Entered as second class matter at Culver City, Calif.

Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

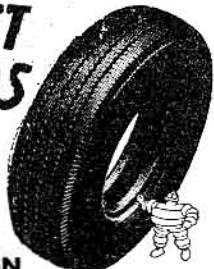
Copyright 1959

Specialists in Service for Jaguar - MG & Austin Healey
Now Specializing in LANCIA

OSSIE & REG

5406 W. WASHINGTON
(Corner Washington and Houser)
LOS ANGELES 16, CALIF.
WEBster 4-2665

World's Finest Tire! MICHELIN 'X' FOR FAST CARS



FOREIGN AND DOMESTIC
•DOUBLE TIRE MILEAGE
•HOLDS ON ANY SURFACE
•SAFE AT 130 M.P.H.

•ELIMINATES TIRE SQUEAL
MOLDS FOR RECAPPING THE IDENTICAL MICHELIN 'X' TREAD AVAILABLE VERY SHORTLY

COMPLETE STOCK FOR ALL CARS AND TRUCKS
DEALER INQUIRIES INVITED

HAL MOODY'S TIRE SERVICE

4698 San Fernando Road,
Glendale, California
CH 5-5119 CI 1-1123



Vignettes

By Gus V. Vignolle
CHEERS, HUZZAHS AND
OLES FOR GEO. HOLLAND

(Continued from Page 1)
would not come off as scheduled. He got phone calls from individuals and factories in NY, Detroit and elsewhere. He said there was absolutely NO foundation to these reports, period.

The \$10,000 guaranteed purse is in an LA bank under control of a highly-respected USAC official. Truman D. Vencill. Also, 40% of all entry fees over 100 cars is being placed in this account.

This is a monumental epochal event starting in eight cities in the US, Canada and Mexico. George Holland deserves three rousing cheers, huzzahs and oles!

MARGINAL NOTES—Don't miss those Riverside records on Sebring, sports car sounds, etc. They're tremendous—even if a guy like Jay Gurey walks in while you're listening to 'em and cries in astonishment, "You listening to car noises? You must be daft, old boy!" From the '59 Sebring record (Phil Hill, after his Ferrari had gone out with what seemed like a bad differential): "... Hope we can take my experience and apply it to the careful usage of the other cars, now knowing that there is a weakness there." The Gurney-Daigh and Behra-Allison Ferraris were still left. Hill-Gendebien took over the former and went on to win. Hill must not have been wrong on the application of his experience... There are still echoes to the German press' blasts against Moss for what he said about the dangerous Avus course. We'll go along with Stirl and the British on this one.

Strike at BMC

BRIEFLY NOTED—It was good to see Autosport, Britain's excellent motor sporting weekly, say editorially that "British Motor Corp., of course, do not actively support racing, although they are prepared to spend large sums on record attempts at Bonneville purely from a publicity angle." BMC gave a valid reason for refusing a leave to an employee who wanted to race at LeMans, to which Autosport commented: "Fair comment, but it still seems as though BMC do not care to encourage promising drivers!" This mag poured it on the Germans, referred to the Avus north curve various times as the "wall of death."... Then the London Daily Mirror said of the BMC strike: "... it is feared that output of the new cars—the Austin Seven and the Morris Minor—will be hit—if the strike goes on." Adds the Mirror: "This is the 15th dispute at a BMC factory this year. What has gone wrong—and how long will it be allowed to stay wrong?"

Moss vs. Field

SNIPPETS—It will be Moss against the field in the \$20,000 Riverside race Oct. 11. He'll tool a 2.5 Cooper Climax Monaco, said to be much better than John Fitch's. It's great the way Stirl has been going and it couldn't happen to a nicer guy. Won three straight. Seems R. R. C. Walker finally got that Cooper gearbox working right.

Also due to Riverside: Hill, Gurney (what cars, nobody knows) and Ginther in Eleanor von Neumann's 4.1 Ferrari. Moss with a good car is enough attraction... much better than other Europeans racing bum cars (such as at Pomona)... Luigi Chinetti told Papa Rodriguez that young Pedro's not ready for a 4.1 Ferrari, wouldn't sell it. We agree. The car was sold to Alan Connell, Ft. Worth, who with Skip Hudson took second last week at Elkhart Lake. Louise Cano was interested in this same job...

John von Neumann has been in Europe for a month... Mary Davis is in Europe: no connex... Geri Fleming writes from London that the road racing enthusiasm over there is absolutely fantastic... Tony Parravano was in town from Mexico recently; he's shed a lot of poundage... Sunnie Baker back after 10,000-mile tour (in her Porsche) of 35 states during which she contacted 100 dealers who handle Jay's Sports Car Accessory products. Sports cars booming all over the country, she reports. Den-

ver Hq. is A&B Accessories, run by Arden and Betty Morris, formerly of Long Beach, Sunnie said... Rene Pellandini of Worldwide Import, AC and Morgan distributor, back from Europe, where he visited the factories. More later on another distributorship he's acquired. Star driver Lew Spencer, who is doing as well (or better) with the AC as he did with the Morgan, is now Rene's general manager... Cal Niday, the well-known championship car driver, is now mixologist at Motor Sport Bar in Encino... Eleanor von Neumann is getting a new 3-liter Ferrari. She sold a 3-liter V12 to Gordie Glyer, who sold his Ferrari TR to George Harm and Chuck Cornett... Ricardo Rodriguez will drive an RSK at Riverside, Pedro a Ferrari for either Eleanor or some Chicago firm...

Just Can't Learn

ETC.—Will the Cal Club ever learn? Jack McAfee DID NOT turn in an entry blank for Sta. Barbara, said he would not race when called by the club... yet the club's drumbeater (famous for these tactics) sent out copy heralding the Miles-McAfee RSK duel. All the Snapper-Wrappers used the story. Jack had a right to be pretty hot about it. Why must they always try to sucker the poor public with non-existent attractions? Jack's jammed up with opening of his new shop, misses Del Mar and won't go until Riverside (with J. von Neumann's Porsche RSK).
Voila tout!

Elkhart Lake

(Continued from Page 2)

unsettled.
What happened in this: Hansen, who had taken over from Crawford on the 62nd lap of the 125-lap race in a smart driving switch (the Westfield, N.J., veteran had begun the race in Car 62 of the Cunningham stable), was full-bor-ing along at a fast clip, turning laps around 2:50 or 2:55—practically a full lap ahead of trailing Skip Hudson (Riverside, Cal.) in the 4.1 Ferrari shared by Fort Worth's Alan Connell.

Hudson had been "charging" with lights ablaze over the last laps in a frantic effort to make time on Hansen—and the pagoda opinion was that he was just a shade under a lap behind.

Axle Trouble
Then, after taking the 2-laps-to-go signal from Al Momo of the Cunningham crew, Hansen's rear axle pinion gear broke down in Thunder Valley almost a mile from the pits—and he literally crawled up the hill and began another tortuous lap. That four miles took him 4:15 to cover, with rival cars gaining ground on him at a fantastic rate.

When he coaxed his Lister through the pit area the next time, he kept on going—and not long after he had passed the pagoda, the checkered flag was waved at Blanchard in the Porsche. This was a startling development to most onlookers, who had figured his only real threat was the Hudson Ferrari—which soon afterwards also got the flag. Five minutes and 18 seconds after he began that last lap, Hansen came home.

Aware that there was a strong possibility of error, scorers went into a prolonged huddle—and eventually awarded first to the Lister Jag, second to the Ferrari, and third to the Porsche. What had happened is that Hansen actually made 126 laps and had really had a full two laps lead on Hudson, although neither factor was known to most sideliners. The result is that Hansen's actual victory margin was close to a lap and a half over the Ferrari via the belated check of some 5,500 to 6,000 position numbers on the lap charts.

Another Switch
Eventually, too, fourth place was switched around with the Aston-Martin DBR-2 of George Constantine and Paul O'Shea being dropped to fifth while the surprising Lister Jag driven by Cunningham himself and Phil Forno was given fourth.
The winning Lister had moved up from the 31st row on the starting grid to take the lead for keeps by the 16th lap. It was pitted 4:20 against pit stops of 6:06 for the Ferrari, 3:47 for the Porsche, and 11:44 for the Aston-Martin.



WORLD'S DRIVING CHAMPIONSHIP POINT STANDINGS

Standings for the world drivers' championship after the Grand Prix of Italy (only U.S. Grand Prix remains):
1. Jack Brabham, Cooper 31
2. Stirling Moss, Cooper, BRM 25.5
3. Tony Brooks, Ferrari 23
4. Phil Hill, Ferrari 20
5. Dan Gurney, Ferrari 13
6. Maurice Trintignant, Cooper 12
7. Masten Gregory, Cooper 10
8. Joakim Bonnier, BRM 10
9. Bruce McLaren, Cooper 8.5
10. Harry Schell, BRM 5
11. Olivier Gendebien, Ferrari 3
12. Innes Ireland, Lotus-Climax 3
13. Cliff Allison, Ferrari 2
(Points for the first five places—8-6-4-3-2. Fastest lap—1 pt.)

STIRLING MOSS heads for two victories. Top: He's piloting Aston Martin in Tourist Trophy at Goodwood, England. Bottom: in the Walker Cooper at Portugal Grand Prix at Lisbon. (Top: MOTORACING photo by Henry N. Manney III; bottom: photo by Ami Guichard)

3 Straight for Moss

Tourist Trophy

By HENRY N. MANNEY III
MOTORACING Staff Writer

GOODWOOD, England, Sept. 5—Stirling Moss surprised nobody by driving not one but two Aston-Martin sports cars on his way to victory in the 24th revival of the famous Tourist Trophy.

His first mount went up in flames in a big way at its second pit stop, slightly burning co-driver Salvadori, whereupon the dauntless Moss ousted Shelby/Fairman from the No. 2 car and continued until the finish. The Porsche challenge, as anticipated, was indeed strong, the von Trips/Bonnier RSK occupying first place at least twice while the other two were well up until one crashed and the other dropped a valve; the first team car, however, grabbed second.

The Ferraris were not expected to do at all well on this tight course, but that of Brooks finished third a few seconds behind the Stuttgart car. He took over the mount of Gendebien/Cabianea after his own was delayed by brake and steering bothers.

Terrific Crowd

An enormous crowd came down from London on this sunny spring-like day to see the 40 assorted sports cars start out on their 224 laps (approx. 6 hrs.) of the pleasant airport circuit.

The insistent cries of bookies (even money on Moss, two to one on Brooks) mingled oddly with the shrieks and snarls of last-minute tuning. Enthusiasts left the tea/beer tents and took up vantage points.

The Le Mans start saw Moss get away without solespin, vaulting into No. 1 Aston at the head of the line, and getting away in a fine blare of sound. Dan Gurney, who was next-door, sat there for a few

(Continued on Page 6)

G.P. of Italy

MONZA, Italy, Sept. 13—Britain's great Stirling Moss made it three straight here today as he won the GP of Italy in record-winning time. He drove a Cooper Climax.

He had won the GP of Portugal, and the Tourist Trophy (Aston, sports cars) recently. He thus kept alive his hopes for the '59 drivers' championship. Moss moved up one

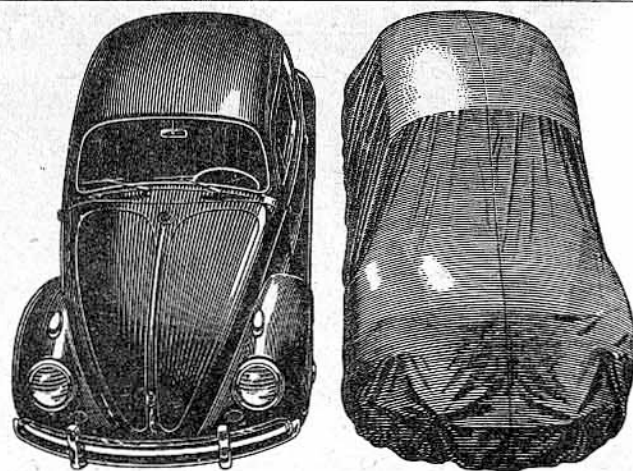
(Continued on Page 6)

G.P. of Portugal

By HENRY N. MANNEY III
MOTORACING Staff Writer

LISBON, Portugal, Aug. 23—Finally, on the sixth round of the battle for F1 world championship honors, Stirling Moss (Cooper) shed his private Italian devil, stroking home to a definite win over full teams of Cooper, Lotus, Ferrari, and Aston-Martin. Lapping the second-place man, Masten Gregory

(Continued on Page 7)



Is Volkswagen contemplating a change?

The answer is yes. VW changes continuously—there have been 80 changes this year alone.

But VW doesn't change a car for the sake of change, only to make it better. For instance, permanent magnets were added to the drain plugs to keep the oil free of tiny metal particles. VW riveted special steel springs into the clutch plate to make shifting even smoother.

The Volkswagen has changed completely over the past eleven years, but not its heart or face.

Volkswagen owners keep their cars year after year, secure in the knowledge that their used VW is worth almost as much as a new one.

Come in this week... drive one...
at any of 30 Southern California Volkswagen dealers.



AUTHORIZED DEALER

For Your Fall Line...

Of racing, rallying, concours, or motoring accessory needs—Daily through Saturday 9:00-6:00, and Fridays 'til 9:00, it's...



6055 1/2 MELROSE AVE. HOLLYWOOD 38
PHONE HOLLYWOOD 2-6905

(Free Parking corner Melrose & Seward)

IN GEORGIA IT'S
BEN & DON'S
Imported Auto Accessories
339 West Peachtree Street, N.E.
Atlanta 8, Georgia
Jackson 2-5655

Ben Douglas * Don Hutelin



It's Krause—Then Miles



MILES MOVES UP—At Santa Barbara in CSCC races, Bill Krause, Maserati, (top) leads Don Hulet, Corvette Spl. (near pylon), and Ken Miles, Porsche RSK; 2. Hulet has passed Krause, who still leads Miles; 3. Miles tries to pass Krause on outside through turn 9; 4. And now it's Miles out in front. He won; other two were DNFs. (Photos by Bill Norcross)

America's Most Experienced TRAVEL AGENCY for the Automobile Enthusiast
DUSTY MAHON'S
Westwood Travel GR. 8-9823
1133 Glendon, Westwood Village

Official Brake Testing Station NO. 2791
FRESNO FERODO
WASHINGTON BRAKE SERVICE
WHEEL BALANCING & ALIGNMENT SPECIALIST
12125 Washington Place
Mar Vista 66, California
M. J. PLAYAN EX. 7-3508

LIMITED OFFER!

Buy a copy of Bill Corey's fabulous book "How to Tune Foreign Cars" - (\$2) and get a mileage minder FREE! Use your BANKAMERICARD at

MG MITTEN

—LOTS OF FREE PARKING—
1127 East Green Street
Pasadena, California



PITS TEEMING WITH ACTIVITY AT GOLETA AIRPORT AS 12TH RUNNING SANTA BARBARA RACE CHARTS

12th Running Santa Barbara Road Races—Goleta Airport California Sports Car Club Sept. 5-6—Course 2.2 mi.

SUNDAY, SEPT. 6
RACE 10—FORM. III, II & Jr.: 10 laps, 22 mi., time 18:05, avg. 73.0 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Roth, R.	Coop. Nort.	1F3	
2		Korst, R.	Coop. Nort.	2F3	
3		Morrow, H.	Coop. Nort.	3F3	
4		Fahey, P.	MG Spl.	1Fjr.	
5		Carveth, R.	T-Flat	2Fjr.	
6		McCarthy, C.	C. JAP	4F3	
7		Nichols, K.	Coop. Nort.	5F3	
8		Weber, C.	W&WTRSpl	6F3	
9		Barrett, B.	MG-FIISpl	1F2	
10		2L123	Gramberg, M.	Ind. Spl.	7F3
11		125	Schlimmer, G.	Nort. Sp.	8F3
12		3L61	LeGrand, A.	Ren. Spl.	9F3

DNF: Thormin, D. (F-III); Hand, B. (F-III); Wenz, B. (F-III); Steves, D. (F-III).

RACE 11—PROD. G, H & I: 12 laps, 26.4 mi., time 25:00, avg. 63.4 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Parkinson, D.	Fiat Ab.	1I	
2		Parkinson, J.	Fiat Ab.	2I	
3		Dredge, S.	MG-TC	1G	
4		McCosh, D.	A/H Sprite	1H	
5		22	Randolph, L.	A/H Sprite	2H
6		28	Augustus, B.	Alfa Spy	2G
7		39	Fouch, J.	Alfa Romeo	3G
8		56	Grossman, D.	A/H Sprite	3H
9		58	Cooper, J.	Alfa Spy	4G
10		60	Simon, R.	MG-TC	5G
11		62	Martini, V.	MG-TD	6G
12		64	Welshans, W.	A/H Sprite	4H
13		70	Steube, G.	A/H Sprite	5H
14		77	Bleeker, G.	A/H Sprite	6H
15		80	Bloemendaal, A.	A/H Sprite	7H
16		89	Knight, E.	A/H Sprite	8H
17		100	Koffman, F.	MG-TD	7G
18		104	Hawks, D.	A/H Sprite	9H
19		106	Horiarty, C.	MG-TC	8G
20		115	Hooper, N.	A/H Sprite	10H
21		120	Neuman, N.	Alfa Sprint	9G
22		121	Dykes, R.	A/H Sprite	11H
23		127	Boyle, R.	A/H Sprite	12H
24		137	Boughton, J.	MG-TD	10G
25		1L140	Partridge, R.	MG-TD	11G
26		12	Knapik, L.	MG-TF	12G
27		18	Carroll, T.	A/H Sprite	13H
28		26	Mapes, B.	A/H Sprite	14H
29		41	Hey, J.	Fiat Abarth	3I
30		55	Hess, J.	Fiat Abarth	4I
31		69	Goree, J.	A/H Sprite	15H
32		74	Vote, F.	A/H Sprite	16H
33		81	St. Hilaire, A.	A/H Sprite	17H
34		138	Gleghorn, J.	MG-TD	13G
35		6L36	Crawford, A.	A/H Sprite	18H

DNF: Walker, C. (MGTD-Mk II); Ames, L. (Berkeley 500).

RACE 11A—PROD. F: 12 laps, 26.4 mi., time 24:11, avg. 65.5 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Handley, T.	Alfa Vel.	1F	
2		11	Parker, R.	Porsche Spd	2F
3		13	Cooper, G.	MG-A	3F
4		16	Dotzauer, D.	Por Spd	4F
5		30	Masterson, J.	MG-A	5F
6		33	Scurlock, R.	MG-A	6F
7		46	Mackey, E.	Alfa Sprint	7F
8		48	Sharman, D.	MG-A	8F
9		64	Elms, R.	MG-A	9F
10		65	Atsai, B.	Porsche Conv	10F
11		73	Lind, K.	MG-A	11F
12		82	Nelson, C.	Porsche	12F
13		85	Gates, C.	Porsche	13F
14		86	Horn, W.	Volsvo Sedan	14F
15		94	Woods, D.	Volvo	15F
16		1L5	Bush, L.	Porsche Spd	16F
17		9	O'Neil, M.	MG-TF	17F
18		34	Curtis, R.	Alfa Vel Spd	18F

DNF: Knorr, R. (MGA); Chaffee, J. (MGA); Holle, D. (MGA); Finch, P. (MGA); Stewart, E. (MGA).

RACE 12—PROD. D & E: 12 laps, 26.4 mi., time 23:25, avg. 67.6 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Hills, J.	Por Carr GT	1D	
2		18	Piccolato, R.	Por Carr	1E
3		19	Ericson, E.	Por SupSpd	2E
4		28	Barber, J.	Por Carr	2D
5		50	Deeter, J.	MorgTR-3	3D
6		61	Tuit, J.	A/H 100-M	3E
7		62	Mitchell, J.	A/H 100	4E
8		76	Bowering, J.	TR-3	5E
9		90	Freeman, C.	Por Carr	6E
10		99	Schorken, A.	Arn Brist	7E
11		103	Thompson, J.	TR-3	8E
12		107	Weaver, R.	A/H 100S	4D
13		121	Gibson, D.	A/H	9E
14		1L9	Forrest, C.	A/H 100-6	10E
15		30	Wright, D.	MGA DOHC	11E
16		31	Spratt, E.	TR-3	12E
17		45	Towers, C.	A C Brist	5D

DNF: Grover, D. (A/H); Michelmore, D. D. (Por. Sup. Spd.); Myers, W. (Por. Carr. Spd.); Canet, D. (TR-3); Ostalnd, J. (TR-3).

RACE 13—1st 7 cars from races 1, 2A, 3, 4 and 1st 7 class D cars from race 5: 12 laps, 26.4 mi., time 22:33, avg. 70.3 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Spencer, L.	AC Bristol	1D	
2		3	Parsons, C.	Por. Carr.	1E
3		21	Windhorst, B.	A/H 100S	2D
4		25	Moore, J.	Por. Carr. Spd.	2D
5		29	Barker, E.	Porsche Spd.	1F
6		30	Beitel, G.	Por. Su. Spd.	2E
7		42	Herrick, S.	Por. Carr. GT	2D
8		44	Hathaway, R.	Alfa Vel.	4F
9		51	Jordan, D.	Porsche Spd.	2F
10		58	Hornsey, S.	AC Bristol	2D
11		75	Kirby, R.	Porsche 1600S	3L
12		77	Montonen, H.	Por. Su. Spd	4E
13		85	Hodgson, B.	Por. Spd	4F
14		107	Catron, J.	Por. Su. Spd	5E

15 180 Norman, A. H., AC Brist 6D
16 1L2 Rebney, J., Alfa Giul Sp 1G
17 12 Coffin, J., A/H 6E
18 18 Laschiver, J., Por Spd. 5F
19 37 Honeter, J., MG TF 2G
20 61 Brown, J., AH Sprite 1H
21 62 English, J., Alfa Giul Sp 3G
22 67 Cunningham, P., AH Spr 2H
23 78 Jones, D., MG TC 5G
24 122 Davies, L. W. TD 5G
25 4L101 Kastner, R. W., Triumph 7E

DNF: Kessinger, C. (Alfa Sup. Spy.); Aldous, F. (Alfa Sup. Spy.).

RACE 14—PROD. B & C: 12 laps, 26.4 mi., time 22:13, avg. 71.5 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Bondurant, B.	Corvette	1B	
2		22	Mears, D.	Merc. 300SL	1C
3		53	Cleye, R.	Merc. 300SL	2C
4		71	Culkin, F.	Merc. 300SL	3C
5		77	Lane, B.	Corvette	2B
6		80	Saraga, F.	Jag. XK120	4C
7		93	Carver, G.	Jag. XK120	5C
8		102	Richardson, H.	XK120M	6C
9		113	Roberts, T.	Jag. XK120	7C
10		1L96	Mayell, V.	Corvette	3B

DNF: Gaskins, B. (Corv.); Peck, H. (Corv.); Grant, F. (Corv.); Thorgrimson, R. (Corv.).

RACE 15—MOD. UNDER 2000 cc: 25 laps, 55 mi., time 45:25, avg. 72.7 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Monise, F.	Lotus Mk XI	1G	
2		9	Michelmore, D.	Por. RS	1E
3		32	Snyder, A.	Lot. LeM.	2G
4		41	McQueen, S.	Lot. Mk II	3G
5		96	Peters, J.	Elva Mk IVA	4G
6		1L54	Leyden, B.	OSCA LeM.	1F
7		78	Timanus, J.	Lot. Mk X	2E
8		79	Tara, R.	Lotus Mk XI	5G
9		86	Hughes, R.	Por. 550	2F
10		2L18	Hart, N.	Elva Mk III	6G
11		35	Parkinson, J.	Fiat Ab.	1H
12		43	White, J.	Lotus Mk IX	7G
13		64	Wood, W.	Panhard	2H
14		98	Tholen, D.	Spec. Cros.	3H
15		3L2	Gounis, C.	Fiat Crosley	4H
16		25	Morland, W.	Por. Sp. Cp	3F
17		81	Wheeler, W.	DB Panh.	5H
18		83	Watkins, W.	TC Special	4F
19		83.5	Peterson, G.	Fageol Sp	6H
20		93	Starbuck, J.	Moretti	7H
21		106	Clapp, R.	MG-TF	3F
22		4L39	Grubel, P.	Panhard	8H
23		64	Doe, J.	MG Special	6F
24		81	Dohi, T.	King Panhard	9H
25		99	Dean, H.	King Panhard	9H
26		5L111	Weeke, W.	Weeke Ren.	10H
27		1L118	Snow, R.	M.E. Special	11H
28		13L140	Stillwell, M.	Mil. Cros.	12H

DNF: Simon, H. (Crosley Sp.); Ross, J. (Lotus); Mollie, W. (Panhard Sp.); Brock, P. (Lotus); Patrick, S. (Porsche Sp.); Peterson, S. (Lotus); Cornett, C. (Ferrari); Schillreff, G. (Saab Sp.); Briggs, T. (Elva); King, G. (Crosley Sp.); Miller, D. (Crosley Sp.); Taylor, S. (Lotus); Reinesto, J. (Jimal Sp.); Smith, M. (Austin Turner).

SPECIAL RACE—BUGATTIS: 3 laps, 6.6 mi., time 6:35, avg. 60.1 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Goldsmith, P.	T37A, 1500		
2		32	Day, R.	T51A, 1500	
3		48	Grundell, J.	T41A, 1500	
4		104	Garretson, J.	T57C, 3300	
5		170	McLean, J. D.	T46, 5300	

DNF: Zipper, O.; Estes, B.; Treat, F.; Blue, Lt. S.

RACE 16—WOMEN'S RACE: 8 laps, 17.6 mi., time 15:32, avg. 68.0 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Shutes, B.	Porsche RS	1mF	
2		36	Windhorst, B.	AC Brist	1pD
3		50	Tara, G.	Lotus Mk XI	1mG
4		52	Galloway, J.	LotMkX	1Es/c
5		62	McGee, M.	AC Bristol	2pD
6		77	Neillon, B.	A/H	2pE
7		94	Baker, S.	Por. Sup Spd	3pE
8		100	Liebaert, G.	AC Brist.	3pD
9		120	Warren, A.	Alfa Spr.	2pF
10		1L9	Baxter, E.	MG Spec.	1Fjr
11		17	Reitz, Sh.	A/H Sprite	1pH
12		33	Stadel, P.	MGTC	2pG
13		35	Stadel, P.	MGTD	3pG
14		39	Macini, P.	MGTD	4pG
15		55	Murphy, P.	MGTD	4pG
16		56	Taylor, M.	A/H Sprite	3pH
17		123	Jones, M.	A/H Sprite	3pH
18		127	vonHentschel, J.	F. Ab.	1pI
19		128	Nelson, M.	A/H Spr	6pH
20		2L31	Pierce, M.	Porsche	3pF

DNF: Sims, G. (Devin Jag); Bliss, K. (MGA).

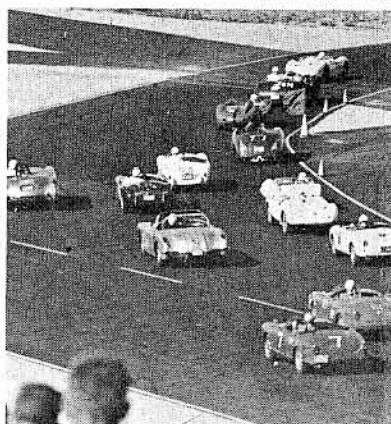
RACE 17—MOD. OVER 2000 cc: 25 laps, 55 mi., time 42:33, avg. 77.55 mph.

Pos	Behind	Driver	Car	Class	Pos
1		Miles, K.	Porsche RSK	1F	
2		17	Livingston, R.	Fer. TR	1D
3		1L3	Morgenson, F.	ElimChev	1C
4		43	Budurin, A.	Hage, Bu.	1B
5		57	Nethercutt, J.	Fer. TRC	2D
6		2L16	Sohus, R.	Rey-Wrap	2B
7		3L33	Brumby, J.	Fer. 4.1	2C
8		4L23	Dunbar, D.	Fubar Sp.	3B
9		7L22	Playan, J.	OSCA Chevy	3C

DNF: Blackwell, C. (D-Jag); Carter, R. (Jag. Sp.); Howard, C. (Chev. Sp.); Matthews, J. (Siata Corv.); Dalgh, C. (Maserati 5.7); Krause, B. (Maserati); Cummings, M. (Corv. Sp.); Hulet, D. (Corv. Spec.); Breskovich, J. (Ferrari); Miller, A. (Devins Olds).

(Compiled by the Long Beach MG Club Scoring Team)

Subscribe to MOTORACING



PLENTY OF TRAFFIC in turn 1 at Corver, Labor Day weekend. Winner was in 4th place here.

MILES' RSK BIGGER MA

(Continued from Page 1)

cars came shudderingly close to doing so, the turn was tightened back to its original curvature for Sunday's races. Six cars, which lost control coming through turn 3 on Sunday, missed the pole but ended up in the ditch closer to the turn. No one was injured in these goofs.

Monise Both Days

Frank Monise, Glendora sports car garage owner, drove his 1100cc Lotus Mk. XI to a double win in the two-day race weekend, after a hub to hub duel in Sunday's event with D. D. Michelmore, out for his second time in an RS Porsche. Michelmore, who did not drive on Saturday, started at the rear of the 42-car grid in the under 2-liter race, and moved into 9th by the 7th lap and into 2nd within 17 laps. Michelmore took over the lead 2 laps later, held it for 2, then spun off of turn 1 as he and Monise came through side by side. Chuck Cornett, in the ex-Gordie Glycer 2.0 Ferrari, moved into 2nd, but went out on the next to last lap with a rod through the block. Monise averaged 72.7 mph on Sunday and 74.2 mph on Saturday.

Scooter Patrick Crashes

On lap 10, Scooter Patrick (Porsche Special) was hot on Monise's tailpipes out of turn 3, accelerating down the back straight, when he hit a patch of oil, fish-tailed, lost control and slammed into a row of 4x4 fence posts. The car sheared off 3 of the posts and spun back onto the track, badly damaged. Patrick was not hurt.

TV-star Steve McQueen, who finished 2nd on Saturday with the tell-tale pointer on his Lotus Mk. XI tachometer showing 9600 rpm, was 4th Sunday, behind Art Snyder (Lotus Mk. XI).

Stan Peterson, Lotus Mk. XI,

SATURDAY, SEPT. 5

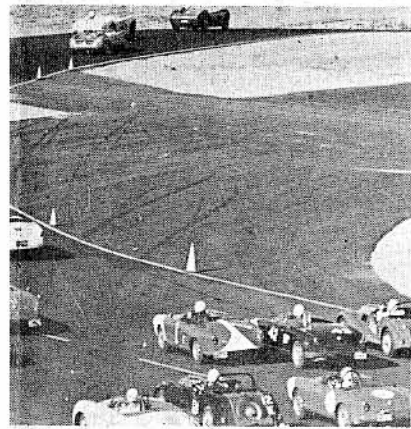
RACE 1—PROD. H & I: 9 laps, 19.8 mi., time 19:00, avg. 62.5 mph. 1) Brown, A. H. (Sprite); 2) Cunningham, P. (Sprite); 3) McCosh, D. (Sprite).

CLASS H: same. CLASS I: 1) Parkinson, D. (Fiat Abarth



—Photo by Bill Norcross

G OF CSCC SANTA BARBARA ROAD RACES ATTRACT 272 SPORTS CARS



Continental Divide Raceway, near Denver. Bob Donner, Porsche RSK, who is

TRIMS MACHINERY

who had placed 3rd in Saturday's event, went headfirst into the ditch outside turn 3, to be the last of the six drivers to do so during Sunday's racing. The fun started during Sunday's practice when Jim Piggott (Cooper Climax) slammed sideways in the 4-foot deep drainage ditch. A few laps later, Chuck Metcalf slid the ex-Johnny Porter Aardvark Panhard into the ditch, flipped, and landed upside down right alongside the Cooper.

Clean Sweep for Bondurant

The B and C production race saw Bob Bondurant, whose Corvette had caught fire early in Saturday's race, start from the back on the 14-car pack and move to 5th spot by the end of lap 1 and into the lead during lap 3. Vince Mayell, Saturday's winner, shot into the 1st lap lead, but was pranged by Bill Gaskin's Corvette on turn 5 and the trunk lid flew open. After a quick pit stop to have the fiberglass lid torn out by the roots, and restarting dead last, Mayell moved rapidly into 3rd before he threw a fan belt and retired.

Mears 300-SL in Pursuit

Dean Mears, in one of the Mercedes 300-SL coupes long thought to be outclassed by the Corvettes, blasted the German car into 3rd spot early in the 12-lap event, right behind Thorgrimson's Corvette. When the 2nd place Corvette lost a wheel while accelerating down the back straight, Mears moved into 2nd, where he stayed for the rest of the race. Bill Gaskins, running a close 3rd in his Corvette, steamed into turn 3, missed a shift and slid majestically into the ditch, headfirst, the 5th victim of the day.

With restaurateur Rudy Cleye taking 3rd in a 300-SL roadster, and Peter Culklin 4th in a 300-SL coupe, the Mercedes seemed to

horst, B. (A/H 100S); 3) Moore, J. (Porsche GT Carr.).

RACE 6—MOD. UNDER 1000 CC: 8 laps, 17.6 mi., time 15:39, avg. 67.5 mph. 1) Molle, W. (Fairchild Panhard); 2) Parkinson, J. (Fiat Abarth); 3) Wood, B. (Panhard Sp.). CLASS H: same. CLASS G: 1) Webb, J. (DB Cp.).

RACE 7—WOMEN'S RACE: 8 laps, 17.6 mi., time 15:08, avg. 69.8 mph. 1) Shutes, B. (Porsche RS Spyder); 2) Baxter, P. (Lotus XI); 3) Galloway, J. (Lotus X). CLASS C: Sims, G. (Devin Jag.); CLASS D: Windhorst, B. (AC Bristol); CLASS E: Shutes; CLASS F: Bliss, K. (MGA); CLASS G: Baxter; CLASS H: Reitz, S. (Sprite); CLASS I: Von Hentschel, J. (Fiat Abarth).

RACE 8—MOD. 1000-2000 cc: 8 laps, 17.6 mi., time 14:14, avg. 74.2 mph. 1) Monise, F. (Lotus XI); 2) McQueen, S. (Lotus XI); 3) Peterson, S. (Lotus XI). CLASS GL: same. CLASS F: 1) Patrick, S. (Porsche Sp.); 2) Leyden, B. (OSCA); 3) Hughes, D. (Porsche 550). CLASS E: 1) Cornett, C. (Ferrari); 2) Class, R. (MGTF).

RACE 9—MOD. OVER 2000 cc: 8 laps, 17.5 mi., time 13:23, avg. 78.9 mph. 1) Krause, B. (Maserati); 2) Miles, K. (Porsche RSK Spy.); 3) Hulet, D. (Jag. Corv. Sp.). CLASS B: 1) Hulet; 2) Sohus, R. (Reynolds-Wrap Sp.); 3) Miller, A. (Devins Olds). CLASS C: 1) Krause; 2) Blackwell, C. (D Jag.); 3) Livingston, F. (Chev. Eliminator). CLASS D: 1) Morgensen, R. (Ferrari TR); 2) Nethercutt, J. (Ferrari TRC). CLASS F: Miles, only entry.



PITSVILLE

By MARIE DIXON

Santa Barbara Races Sept. 5-6 — CSCC

"Mich" Michelmore didn't get any farther than practice on Sat. when the transmission in his newly-acquired Porsche Spyder went out. The car was taken home and fixed in time for Sun. race.

Bob Drake became a spectator after the ring gear broke in the Climax during practice.

During the 1st race on Sat. Eric Moir dropped from the race after he drove into the pole on turn 3. The pole is fine, but the Sprite has some bent metal, the radiator brackets are broken and the frame is slightly bent.

Dick Hayward was having quite a battle with Jack Rebney for first place in the 2nd race. While Dick was trying to hold the lead going down the backstretch the engine in his Alfa seized.

Ione Wheeler had a red face when she had to retire her Panhard Sat. with an empty gas tank.

Top woman driver Linda Scott has temporarily retired from racing—and for good reason. A little Scott is expected in about 4 months.

The Bachelors Sports Car Club had 8 cars entered, but only 4 made the course and only 3 got to race. One of the award-winning members of this club, Bob Bondurant, was present but without wheels. At the last minute, Bob McKim offered Bob his Corvette. At it turned out, it was a pretty hot ride. On the 1st lap Bob pulled off the course on turn 5 with the engine on fire. It's a sure bet that the car wasn't equipped with an ejection seat, but Bob looked as though he were jet-propelled when he left the car. An overflow of gas, caused by a clogged gas line, started the fire. Damage was main-

ly to the body.

Jerry Osland was determined to break a streak of bad luck and finish a race in his TR3. He got off to a bad start when he lost the oil plug in practice Sat. To replace the plug, the complete transmission had to be dropped. With much assistance from Barker and Cooper of the Pacific Sports Car Club, the job was completed in 1½ hrs. and in time for Jerry's race. While running 3rd in class, the plug slipped again and he returned to the pits. The college spirit was still there on Sun., and Jerry was off and running at the drop of the green flag. Luck was still side-stepping him, and on the 5th lap his clutch disintegrated.

On Sat. Jim Chaffee retired his MGA when he lost a bearing, and on Sun. the cam shaft broke.

Dr. Chet Burgraff's little Panhard dropped the gearbox.

While running 3rd in race 13 "Kas" Kastner pulled into the pits with his engine overheating badly. A misplaced water cap was the cause. "Kas" waited for the end of the race and pushed his TR3 across to finish.

On the 5th lap in the small-bore race on Sat., Curley Brayer of Phoenix pulled his brand new Climax into the pits with flooding carbs. He turned the engine off and waited in the car while his crew came running. They started pulling Curley out of the car. He couldn't understand why and couldn't hear their explanations with the roaring of passing cars. He soon realized the situation when flames came out the dash. He was out of the car in a flash. Three things caused the fire to get a good start. The ignition wires were crossed and when they burned

Speedster), was clocked at 97.8 mph down the straight and averaged 65.5 mph for the 12 laps.

Trophies for Parkinsons

In the consolation race for classes G and H, and for Class I, Dennis McCosh (Sprite) took L. Randolph's (Sprite) initial lead away from him on the 1st lap, with Dan Parkinson (Fiat-Abarth) moving by Randolph into 2nd. Dan led by the end of lap 2, with cousin Jim Parkinson (Fiat-Abarth) moving into 3rd, behind McCosh. Jim moved into 2nd spot on the 3rd lap and Steve Dredge, brother of Bill Dredge, automotive editor of the L.A. Times, moved his MG-TC past McCosh's Sprite on the 8th of 12 laps and finished 3rd. The race average was 63.4 mph.

Roth Wins F-III Both Days

Rolf Roth, the flying Swiss, drove his Cooper Norton to a decisive win both days, beating a pack of 16 Formula III, II and Jr. cars on Saturday and a pack of 17 on Sunday. Roth led Bob Wenz and Bob Korst, both in Cooper Nortons, across the finish line in Saturday's event, and led Korst and Harry Morrow on Sunday. On Sunday, Roth, who averaged 73 mph, was hotly pursued by Wenz for the opening 8 laps of the 10 lap race, until Wenz was forced into the hay bales on turn 2 by a slower F-III car he was trying to pass.

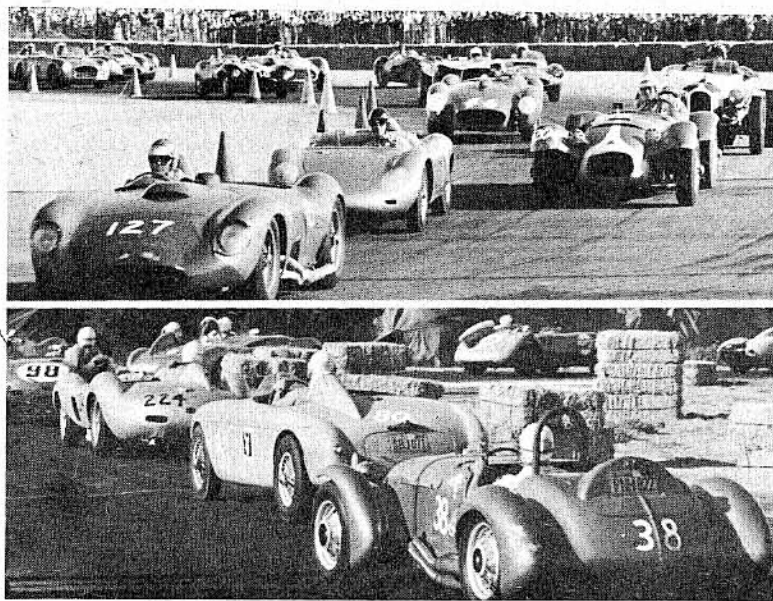
AC Bristol Terrific!

Betty Shutes, of the WSCC, won both days' women's races in an RS Porsche, followed by the Lotuses of Prudence Baxter and Joan Galloway on Saturday and by Barbara Windhorst (Pellandini AC Bristol) and Grace Tara (Lotus Mk. XI) on Sunday. The second-hand Pellandini AC was driven to 2 class wins by Barbara and to 2 class wins and an overall win by Lew Spencer, after doing equally as well the first time the same drivers ran it, at San Luis Obispo.

Handley Wins Class F

T. H. Handley, a DNF in Saturday's event, won Sunday's consolation race with a 65.5 mph average. Starting at the rear of the 23-car pack, he moved his Alfa Veloce into 2nd on the 2nd lap, behind Don Holle's MGA, with Holle turning 92.8 mph down the straight trying to keep ahead. Handley moved into the lead on the 4th lap, with Holle hot in pursuit. On the 6th lap Holle locked his brakes coming into the tricky turn 3 and went into the ditch. Handley, in keeping a lead on 2nd place Bob Parker (Porsche

Cars Galore at Santa Barbara



HERE'S THE procession going into turn 1 at Santa Barbara road races over Labor Day weekend. Top: Bill Krause leads the way, followed by Miles directly behind him, and Don Hulet at right. Other shot shows field winding its way through turn 2. (Photos by Jack Brady)

through, gas started pumping, adding fuel to the fire. No one had a screw driver to pop the hood and 3 of 4 fire extinguishers were faulty. Curley finally grabbed a corner of the hood and ripped it off and the fire was quickly put out. Pre-ignition caused the fire. The body burned mainly.

In the next race, the Huffaker Spec. stopped at turn 3 on the 2nd lap with the wire system burning under the hood. The flames were quickly extinguished and little damage to the car was reported. This fire started from a vibrating wire that fell across the ground strap.

Fred Grant dropped out of contention in the Corvette race on Sun. when the spindle broke, causing him to lose the right front wheel while going through turn 7.

While running 2nd in the under 2000cc main, Scooter Patrick hit oil between turns 3 & 4, spun and connected with some haybales, causing extensive body damage to his Porsche Spec. On the 21st lap Stan Peterson locked up on turn 3 and went into the ditch. The ambulance went out both times but the drivers were unhurt.

This race proved to be expensive for Chuck Cornett. With only one lap to go while running 2nd he put a rod through the block in his Ferrari TR.

Don Hulet was really hauling in the main on Sun. On the 15th lap he was in the lead by 15 seconds—victory in sight. On the 16th lap he was forced to retire with a bent generator bracket that resulted in an inoperative water pump.

After the 3rd lap, Frank Livingston lost all but 3rd gear but stuck to it and picked up 2 trophies for

his efforts. With only one lap to go, while running 4th overall and first in class, Ak Miller was forced out with a broken rear axle on his Devin Olds.

Earlier in the race Bill Krause dropped out with a broken shock hanger on the 4.5 Maser, and Chuck Daigh split the rear end housing on Edgar's 5.7 Maser.

RACE POSTPONED

VACAVILLE, CALIF.—Torrential rains which flooded many parts of the Vaca Valley Raceway forced postponement of the \$5000 USAC sports car race here Sept. 20. Officials said the race would be held Sunday, Sept. 27.

QUALITY CAR BUY

'59 190 SL Roadster

By Private Party

Delivered in Germany

800 ACTUAL MILES

Never Licensed or Registered in U.S.

Broken in by Mercedes-Benz

Factory Personnel

White with Red Leather Seats, Trim

U.S. Approved Glass, Lights, Equip.

Attractively Priced

For Sale by Owner

Stored at

RANCHERO MOTORS, Inc.

5101 Lankershim Boulevard

North Hollywood

PO 3-4384 - ST 7-5401

Open 9 to 9 — Sat. til 6 P.M.

Sunday 10 A.M. - 5 P.M.

CORVETTES ARE BIG BUSINESS WITH US

BUY FROM AMERICA'S

No.1

CORVETTE DEALER

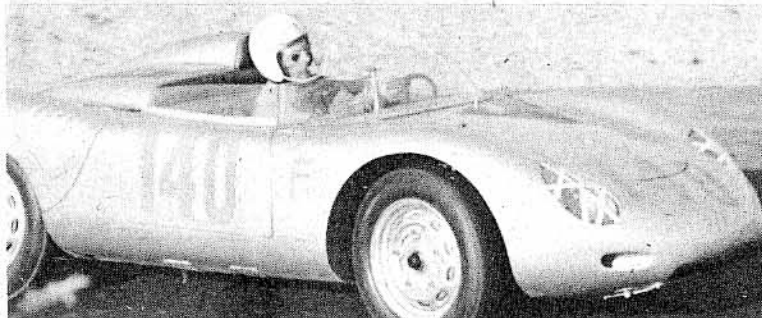
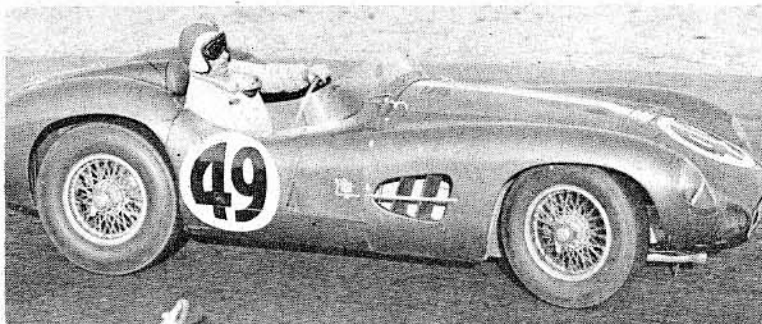
by Chevrolet

Harry Mann Chevrolet Co.

CRENSHAW & SLAUSON

AX. 4-6105

AX. 4-6101



THOMPSON ACTION—Top: George Constantine, Aston Martin DBR2, winning SCCA national race at Thompson, Conn. Bottom: Bob Holbert, Porsche RSK, who took second.

CONSTANTINE SCORES IN ASTON MARTIN

THOMPSON, Conn., Sept. 7 — George Constantine, Southbridge, Mass., decisively defeated Walt Hansgen, Westfield, N.J., in today's finale of the two-day SCCA national races at Thompson Raceway. Bob Holbert, Porsche RSK, was second; Phil Forno, Porsche RS, third.

Hansgen's Lister-Jaguar, which took the lead at the start of the 60-mile feature, was passed early in the first lap by Constantine's Aston Martin. He kept the lead and averaged 69.83 mph. Hansgen finished fourth.

Today's victory gives Constantine the lead over Hansgen in national standings, 46-40.

Tuerke Scores

Biggest upset came in the third race when Roy Tuerke, Arlington, Va., drove his Corvette from last place to victory. Yesterday's winner, Frank Dominianni, Valley Stream, N.Y., was a close second. Corvettes took the first five places.

Other overall winners: Harry Blanchard, Porsche, and Frank Baptista, Elva. Other class winners: Phil Forno, OSCA; Harry Carter, AC Bristol; John Kingsley, Alfa; Bud Fehnel, DB; Paul Richards, Fiat-Abarth; Fred Spross, Austin Healey; Alan Connell, Maserati 250S; Gaston Andrey, Ferrari TR; Bob Holbert, Porsche RSK.

Yesterday, Constantine led for 14 laps, but he spun out on the 15th and last lap, and Hansgen won. Constantine, Forno, Holbert and Connell followed.

Dominianni won a thrilling Corvette duel from Dick Jalbert. Jack Meyer's Cadillac Spl. easily topped the unrestricted category field that included Briggs Cunningham's new formula junior Stanguellini, driven by Hansgen. Paul Richards made it eight in a row for the Roosevelt Racing Team of Fiat-Abarths with a sweeping class win.

—BARBARA WEAVER

Tourist Trophy

(Continued from Page 3)

seconds before moving off . . . it seems that the car was running but he couldn't hear it! At any rate, heads had barely returned to their normal straight-ahead positions from the last-but-one getting away (the last, Brown's Elva, required a new starter motor and left 18 mins. late) when there was screech-blat-screach from the chicane before the pit straight and Moss went by with a good lead. Scarcely had the crowds digested this and the fact that Shelby (Aston) and G. Hill (Lotus 2 ltr) were right on his tail when an even louder screech arose from the Ferrari pit as Phil Hill pulled in with a dropped valve. One out.

Moss Moves

As the race wore on, the estimable Stirling opened the gap considerably from teammate Shelby, while Gurney in No. 9 Ferrari, driving very hard, worked his way up past Whitehead (Aston), Trips (Porsche) and Graham Hill's Lotus to third, a love's labor lost when he handed over to Brooks who immediately had the brakes go all queer on him.

However, misery loves company and toot sweet the Lotuseer, who had been keeping comfortably ahead of the Porsches, was forced to pit when the distributor went on full retard; Whitehead's Aston stopped on the circuit with an electrical fire, and last but not least, when Salvadori in the leading Aston stopped to hand back to Moss, the bloke with the refuelling hose threw the ball before he had a glove on it and the whole car went up with a big whoosh.

The refuelling hose and tank went, tires went, charts went, and an anxious Frere was left circulating with bald tires and gas gauge on zero. However, Graham Whitehead, whose car was running again by this time, most sportingly with-

Meadowdale Race Won By Pabst

MEADOWDALE, Ill., Sept. 6 — Piloting an ex-Scarab renamed Meister Brauser No. 1, Augie Pabst, Milwaukee, came from behind in the second heat of the formula libre race today to win \$2,700, first prize money before a crowd of 62,632. Pabst also won yesterday's over-1500cc sports car race in a 2.5 Ferrari to take home an additional \$300.

Lloyd Ruby, Houston, driving a Maserati took second, seven seconds behind Pabst. He won \$1500. Third (\$1100) went to John Fitch, Lime Rock, Conn., Cooper Monaco.

Jim Rathmann, who was running third with only five laps remaining, lost a wheel to the Lister-Corvette and rolled over 12 times. He narrowly escaped serious injury. Rivets sheared on the right rear wheel. His helmet and shoulder brace saved his life.

Eddie Crawford, Northfield, Ill., won the first sports car race Saturday in an Elva MK IV (84.115 mph — 20 laps). The second was won by Pabst (82.707 mph — 15 laps). The third was won by Ruby in a 4.5 Maserati (85.770 mph — 20 laps). Each won \$300. USAC races were for various engine sizes.

The much-heralded midjet driven by Rodger Ward failed to live up to its pre-race billing. The midjet broke down after the fourth lap. Another disappointment was the mechanical breakdown of another Scarab now owned by R. C. (Bob) Wilkie and driven by Jim Jeffords. Jeffords was well in the lead when the suspension broke down.

In today's formula libre, Bill Larson, Minneapolis, driving an Echidna, took fourth and \$800. Fifth went to Bill Wuesthoff, Milwaukee, RS Porsche; sixth, Ed Grierson, Minneapolis, Echidna; seventh, Bruce Boyle, Glen Rock, N.J., D-Jag. The course is 3.27 miles.

drew it so the team Astons would have a home; Fairman (who had been off the road in Shelby's car twice already) was called in, Moss took over, and off he flew to try and catch Bonnier in Trips' Porsche who had nipped by during the confusion.

Gurney Flying

Meanwhile back at the ranch, Cliff Allison had pre-empted Gendebien's car from Cabianca (you following?) and was steadily pulling up on the Porsche from his third position as was Moss. Gurney was going like a rocket, but fiending the tires as well, in the rejuvenated seventh place Brooks Ferrari, trying to work his way up past Bristow and Maglioli (Porsches) and fourth-man Trintignant (Aston), a task made easier when the Englishman shunted Stacey (in Hill's Lotus) in the back and wiped out both rennwagen.

Moss caught Bonnier, needless to say, but had to do the whole job over again after making a pit stop for tires etc., while Gurney used up his third Jag in two years. Gregory crashed and was taken to the hospital with minor injuries.

The order stayed pretty much like that until the end carwise, Brooks abandoning his No. 9 to Gurney (who blew a tire about five laps before the end and struggled around after a monstrous gilhooley to wait behind the line) and taking over the third place Gendebien/Cabianca Allison No. 10 Ferrari in a vain effort to catch Trips, who was at 5:30 (half-hour before the finish) still on the same lap as Moss. Barth, after a fine drive, had a valve fall in on Maglioli's Porsche and waited by the finish line also, thus letting the amazing and consistent Lola-Climax (Ashdown/Ross) into sixth position with only 1100cc.

1. Moss/Salvadori/Shelby/Fairman, Aston Martin 3.0, 89.41 mph.
2. von Trips/Bonnier, Porsche 1600 RSK, class win, 1 lap, 89.14.
3. Brooks/Gendebien/Cabianca/Allison, Ferrari 3.0, 1 lap, 89.13.
4. Frere/Trintignant, Aston Martin 3.0, 3 laps, 88.24.

FOR INSURANCE SEE THE PEOPLE

Who Specialize in Sports Car Insurance

BRACKER — GRIBIN VON DYLL, Inc.

(Also Life and Gen. Insurance)
Main office: 8046 Van Nuys Blvd.
Panorama City
State 2-5860

Continental Divide Rally Is a 'Must'

DENVER, Sept. 16—Attention, all true rallyists:

Don't miss the SCCA's famous national rally, the Continental Divide, labeled "America's Unrivaled Alpine Classic," and set for Sept. 24-26.

Seven hundred fifty miles through beautiful Golden Country in the Rockies—through the Royal Gorge, Central City, Georgetown—the very roof of the world.

Rally proper begins Friday morning, Sept. 25, from Magic Mountain, Colo., to Aspen. It continues through the wilderness the next day and back to Aspen. That evening: banquet and fandango!

A concours is on tap Sept. 27.

For details, entry blanks, souvenir brochure: write to Margaret Hirscher, Rally Registrar, 3895 Chimayo Rd., Littleton, Colo.

G.P. of Italy

(Continued from Page 3)

place to second with 25½ points. Jack Brabham (Cooper) leads with 31.

Moss averaged 124.1 mph for the 257.25-mi. race, beating Tony Brooks' 121.67, set last year.

Phil Hill, Santa Monica, Calif., Ferrari was second and had fastest lap, 127.8 mph, a record. Hill led most of the race; he had to pit for tires after the 25th lap. Moss then took command. Dan Gurney, Riverside, Calif., was fourth, and Cliff Allison fifth. They drove Ferraris.

RACE CALENDAR

SEPTEMBER
19-20—LA SCCA races, Del Mar, Cal.
19-20—NY SCCA races, Bridgehampton, L.I., N.Y.
25-26—Glen SCCA national races, Watkins Glen, N.Y.
27—\$5000 USAC race, Vacaville, Cal.

5. Gurney/Brooks, Ferrari 3.0, 4 laps, 87.78.
6. Ashdown/Ross, Lola-Climax 1100 class win, 14 laps, 83.85.
7. Flockhart/Bekaert, Jag-D 3.0, 15 laps, 83.40.
8. Hicks/Prior, Lola 1100, 16 laps, 82.84.
9. McKee/Brierly, Elva Climax 1100, 18 laps, 82.03.
10. Cox/Scott, Lola Climax 1100, 22 laps, 80.43.
11. Greene/Marsh, Lotus Climax 1100, 25 laps, 79.28.
12. Maglioli/Barth, Porsche PSK 1600, 27 laps, 78.61.
13. Brown/Steele, Elva Climax 1100, 53 laps, 68.33.
14. Campbell-Jones/Horridge, Lotus Climax 1100, 70 laps, 61.49.

Fastest lap—Brooks (in No. 9 Ferrari) 94.12 mph. (New record). Team prize—Lolas.

Sports Car Manufacturers' Championship—1. Aston Martin, 24; 2. Ferrari, 22; Porsche, 21.



BOB KATKE and sleek Auto-Union-engined BLW Spl., Formula Junior entry, in Deer Park race held at Spokane, Wash.

Dr. Becker, Ferrari, Victor at Deer Park

SPOKANE, Wash., Sept. 6—Dr. Frank Becker, Mercer Island, Wash., drove his Testa Rosa Ferrari to victory at the Deer Park sports car races. Becker took the lead after Jerry Grant's Chrysler-Kurtis developed a sick engine after only three laps. The Kurtis led up to that time. D. J. Rattenbury ran second for the first three laps then joined the Kurtis with a locked-up rear end.

Tom Meehan of Seattle took second overall in his Pooper. A record 105 entries were received for the race, sponsored by the Sports Car Club of Spokane. The event was sanctioned by the International Conference of Northwest Sports Car Clubs.

Class production winners: A. Jim Hughbank, Corvette; B. Bob Yeakel, Porsche Carrera; C. Ray Isaacs, Austin-Healey 3000; D. Curt Berreman, Austin-Healey 100-6MM; E. Billie Manning, Triumph TR3; F. John B. Sparrow, Porsche; G. Brock Brumbaugh, MGA; H. Paul Jaremkio, A-H Sprite; I. I. B. Knoblauch, Berkeley.

The modified event saw the first appearance at Deer Park of the new Formula Junior machinery. John McCormack won this class in his Morris-based special. Bob Katke, in the sleek Auto-Union engined BLW Special, and Bill Toews, Vooper, followed.

—BOB DONEY

RYDEL AUTO-SPORT

- Top quality imported autoserv.
- Competition & Rally equip.
- Parts & Accessories
- Books & Manuals

HOURS: 10 a.m. to 9 p.m.
SUNDAYS: 1 p.m. to 5 p.m.

516 N. Pacific Coast Highway
Redondo Beach, Calif.
FRONTIER 6-4449



PORSCHE & V W
FACTORY TRAINED MECHANICS
UNIVERSAL MOTOR CARS
OUR OWN BODY AND FENDER SHOP
30th AND CRENSHAW, L.A. RE 2-0107



CONTINENTAL CAR IMPORTS

RENAULT - TRIUMPH - BORGWARD - PEUGEOT
COMPLETE SERVICE FOR ALL IMPORTED CARS

8750 Washington Blvd. TE 0-1182

Culver City

THE

GRAND PRIX RESTAURANT
LUNCH — DINNER — COCKTAILS

Daily — Noon to 2 a.m. Mondays — Open at 4 p.m.

8204 BEVERLY BLVD.

OL 3-9321



DISTRIBUTOR



"LEFTY" JENKINS

TIRE RETREADING FOR RACE OR STREET

4400 FIRESTONE BLVD.

LO 4-2471

SOUTH GATE

RENAULT DAUPHINE



PEUGEOT

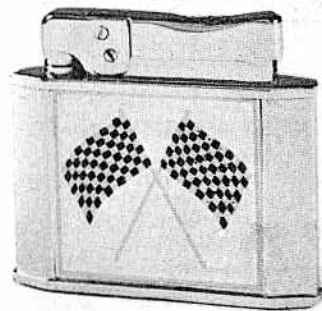
SALES & SERVICE

By Factory Trained Specialist

LAIL BROS.

18 Years in the Same Location
1422 So. La Cienega OL 5-7710

RACING FANS!



AUTOMATIC LIGHTER
Complete with a Guarantee for 10 Full Years in Writing!

PRECISION MADE!

- SMOOTH NATURAL ACTION!
- EXTRAORDINARY QUALITY!

Ideal for Gifts, Special Event
Souvenirs and Trophies
All Lighters Individually Boxed

Only **\$2.25** Postpaid

Special Prices for Clubs
\$19.50 per dozen

DEALER INQUIRIES INVITED
NO C.O.D.'S PLEASE

MAIL MART

P.O. Box 203, Trenton 2, N.J.

FIAT

LANCIA ALFA-ROMEO
Sales & Service
Valley's Largest
All-Italian Service Department
Ken Miles, Sales Manager
UNIVERSAL AUTO, NO. HOLLYWOOD
Stanley 7-3187 POplar 6-7153

Johnny Lail

IMPORTED CARS

Austin Healey - MG - Morris
1000 - Jaguar - Volvo - Renault - Peugeot - Borgward
Alfa romeo - AH Sprite

**AUTHORIZED FACTORY
SALES and SERVICE**

Clitus 4-4196 CHapman 5-3451

1260 SO. BRAND
Glendale, Calif.

CLASSIFIED ADS

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only.) Ask for JOYCE BARNARD. IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only.) BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

RATES

75c PER LINE, one time. MINIMUM: 5 lines. CONTRACTS: Apply for rates. BOX NO.: Add 50c. RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy. HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge. "POSITIONS WANTED": Less 15%, payable in advance. AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

SPORTS CARS

LET'S DEAL

Concours Porsche 550 Spyder. Race or St. All extras. 1958 GT Carrera Spdstr. V-Drive. Maintained regardless of expense. Consistent trophy winner, PERSONALLY guaranteed. Trailer, full touring equip. Will trade up or down, one or both.

John Brophy Enterprises

752 South Main
Salt Lake City, Utah
ELgin 9-9704

'57 PORSCHE SUPER COUPE

Silver with Red Upholstery
German Radio
IN PERFECT CONDITION
\$3350
3491 Mandeville Canyon Road
Los Angeles 49 or
Phone GR 8-1397, GR 2-0881

1959 FERRARI

\$11,000
250 GT FARINA COUPE
Silver Grey with Beige Leather
12,000 miles.
Flawless Condition
FOR SALE
BY OWNER
FR 7-1128
Car on display at Ferrari Rep. of Calif., 1767 Cahuenga Blvd., Hollywood, Calif.

PORSCHE SPYDER

1955 — 550 Pr. \$2995
Extra wheels, many spare parts.
PO 5-3083 ST 1-2680
(L.A. Area)

'59 PORSCHE

CARRERA GT
Aluminum tonneau, roll bar, etc.
Immaculately set up for racing.
JAY HILLS
340 N. Myers, L.A. AN 3-2127

1958 Porsche GT Carrera

Speedster
CONSISTENT CLASS D
CONTENDER
All Racing Extras
MICHELMORE MOTORS
6957 Reseda Blvd.
Reseda, Calif DI 4-7187

ELVA COURIER

A real challenger for class "F" production. Blazing performance at a reasonable price. Approved by S.C.C.A. and The Cal Club. Already winning back East; be among the first in California to win with a COURIER.

We can offer a complete competition package. To see the greatest performing, dual purpose sports car in the low priced class see:
Bill Doushness
LINCH IMPORTED CARS
350 N. Pacific Coast Hwy.
Redondo Beach, Calif.

H. R. G.

1500 comp. rdstr. Completely rebuilt during '59. Overall condition approaches perfection. All racing and touring equipment, spares and tow-bar. \$1995. 2569 Bentley Ave., Los Angeles 64.

GR. 3-2075

SPORTS CARS

1952 MG TD Mark II. For sale including roll bar, seat belts and 2 extra tires. Phone EX 8-2711, ext. 6219, or write 22846 Runnymede St., Canoga Park, Calif.

1959 PEERLESS GT 2

Coupe, 4 seater, white, solid wheels and overdrive.
600 miles NEW
Aug. 3, 1959
\$3700 or Best Offer
Right hand drive. Call: Jiggs Schwab, NE 8-7522 or write: 831 Pine Ave., Compton, Calif.

1955 ASTON-MARTIN DROPCOUPÉ

Midnight Blue
This car shows nothing but immaculate care. 20,000 miles. Just like it came from the factory.
Priced for immediate sale
\$3150
FIRST IN THE VALLEY
WITH TRIUMPH
SALES AND SERVICE
THE AUTO WORKS
GRANADA HILLS, CALIF.
17454 Chatsworth St.
Granada Hills, Calif.
EMpire 3-5081

ASTON MARTIN '57

A-1 Condition, 17,000 mi.
Must sell now. Priv. party.
5645 Varna St. Van Nuys, Calif.
ST 5-4160

FERRARI 166 Mille-Miglia 2.3 Litre, Touring Bodied Coupe. Mechanically Excellent. All engine-moving parts new. Body good. New paint, tires; needs upholstery. Will consider interesting trade.
Want Crosley-Siesta. John Cannon, 9634 Kessler, Chatsworth, Calif., DI 0-5507.

ALFA ROMEO '59 SPRINT COUPE. Blue. 4,000 miles. Radio & Htr. \$3750. Phone MEtcaif 3-4945; 11320 Oklahoma Ave., Hollywood, Calif.

NEW

MGA 1600

Girling disc brakes on front
1600cc Engine

SEE JACK SPARKS

AT HENRY S. PERREN

4242 Crenshaw Blvd., Los Angeles. Phone AX 3-6156

PORSCHE

SPYDER 550A

RS - 1957

Last race Ft. Worth Frostdite, 1st FM, 3 races on new factory engine. 2 windscreens, racing tonneau, cockpit cover, spare wheels. A well-bred and dependable race-car.
Robert Donner, Jr.
Old Stage Road
Colorado Springs, Colo.
ME 3-9494

FIAT ABARTH ZAGATO, '58 coupe; silver, blue interior; you've seen it. Immaculate condition. TROPHY WINNER. Firm \$3500 for quick sale. Wm. Iseman, 8943 Kauffman Ave., South Gate, Calif. or phone LOrain 9-1908.

PARTS, ACCESSORIES

USED SPORTS CAR PARTS
GALORE! Jag Mark VII, VK-120 & 140, Porsche, TR-2 & 3, Sunbeam Talbot 90 4-dr., VW, DKW, Singer Healey, Renault. Both mech. & body panels CHEAP!
J. B. Brooks, 2637 Artesia, Long Beach, Calif. ME 4-1063

M. G. T. D. PARTS

RARE, HARD-TO-GET

PARTS—WE'VE GOT 'EM

VALLEY SPORTS CARS, INC.

11665 Ventura Blvd.
Studio City, Calif.
STanley 7-0238

Subscribe SPORTS CAR DIGEST
Hey! Complete imported car coverage in classified form. Autos, salvage, parts, dealers, specials, accessories, etc.
1 Yr. \$1. SPORTS CAR DIGEST
Box 2368 Odessa, Texas

MARTIN ON TOP

TUSKEGEE, Ala., Sept. 6—Ed Martin, Columbus, Ga., poured it on in the last two laps to win the 30-lap feature of the Alabama region SCCA races here today. He drove a 3.8 Ferrari.

Next came Don Horn, Jag XK SS; Pete Harrison, 3.0 Ferrari; Bill Warren, Porsche GT Carrera; Terrell Weaver, Corvette Spl. (Details next issue)—DON HUTELIN.

G.P. of Portugal

(Continued from Page 3)

(Cooper) and third-slot Gurney (Ferrari), four laps from the end, Moss showed everybody that he was still the master when the car runs right and on a driver's circuit. Race speed (95.32 mph) and fastest lap (97.30 mph) by Moss were both records, not really surprising as this is the first F1 race ever run here.

One look at the circuit, winding through the Monsanto park and botanical garden on the outskirts of Lisbon with only one straight (that along the autostrade to Estoril and uphill) showed that this should be a Cooper benefit and unless the Ferraris had changed their torque curves and handling, they would look almost as sick as in Holland. Practice proved this depressing thesis as Moss grabbed the pole with ease; Brabham, Gregory, and Trintignant, all Coopers and all plus Bonnier's BRM in front of fastest Ferrarist Gurney.

Moss Comes Back

At flagfall, enlivened by a certain amount of creeping, Brabham and Gregory both led Moss off the line, he possibly feeling somewhat goosey about his past history of gearbox failures, but Stirling nipped by them both on the twisty back leg and started to draw away at two or three seconds a lap, followed by a scrabbling mob consisting of Brabham, McLaren, Gregory, Gurney, Phil Hill (Ferrari), Trintignant, Schell (BRM), Shelby (Aston-Martin), and Graham Hill (Lotus), feeling rather pleased with himself as the Lotus transporter had broken down in the wilds of Spain and the cars had barely arrived.

Our Phil, in his own inimitable way, then made an excursion into the tulies, dropping himself way back, but immediately set to work to climb back up again, a liddle task which was rudely interrupted when Graham Hill burst his oil cooler, spun on the zuppa di El Segundo, and was neatly shunted by his namesake.

Meanwhile back at the ranch, Ireland (Lotus) had his gearbox in three pinions at once, Bonnier had quit after overrevving his BRM at the start, and McLaren's box of tricks was already going diggerdigger.

Brabham Out

Moss gradually pulled away from Brabham, evidently having sorted out the mainshaft breakage and bearing failures which turned out to be due to incorrect gear meshing in the five speed Colotti gearbox. Jack, in turn, was leaving his Cooper teammates as he began to pile on the coal. Suddenly, however, as the lanky Australian reportedly was about to lap Gurney's Ferrari, who in turn was having a bitter battle with Trintignant, Brabham found himself fresh out of road, getting pitched out on his head as the Cooper cartwheeled through a phone pole and into the woods. Fortunately Jack was not badly hurt but there were no Championship points for him, a loss which could hurt him as Brooks was spluttering around at the back just ahead of Cabral's Cooper-Maserati.

As the evening sun grew yellower and yellower, driving the color photographers crazy (the race had started at 5 p.m.), the other drivers, doubtful of catching the flying Moss, relaxed in their procession and enjoyed cold drinks and buckets of water offered by helpful pitmen on the corners. McLaren heard diggerdigger change to GROUNCHGROUNCH and quit, Gurney inadvertently nerfed Trintignant in the back (the Frenchman having stopped for the Keeley cure), and Flockhart spun his BRM, losing his fifth to Schell, but kept going.

Back to the Beach

So they finished in a great long procession, eager to get back to the white Atlantic beaches and a good cooling dip. First, of course, by a country mile, was S. Moss, who profited by the misfortunes of point leaders Brabham and Brooks and jumped to third position in one fell swoop. I don't need to tell you that he can still be world champion... a result which would please a lot

Rally 'Round

With Duane Sparks

The September meeting of the Southern California Council of Sports Car Clubs produced a living example of unfortunate action that frequently occurs in democratic organizations—as a result of unanimous dissatisfaction over an existing condition, an ill-considered stop-gap measure is rushed through the august body with the hope that things will be well in the future. Usually it turns out that the new regulation or law is even more onerous than the situation it was designed to correct.

I feel that the adoption by the Council of the subcommittee to the rally committee with sole powers to dispose of all protests on Council-sanctioned championship rallies falls in this category. It is true that more care and perhaps a different method should be used in handling these matters, but as the regulation was adopted, I'm afraid it will do more harm than good.

In the first place, it will now be the responsibility of the rally committee to select three individuals, not contestants or members of the sponsoring club, to serve as the protest committee. No procedure was provided to supply these people with advance knowledge of the course or instructions, no funds were provided to defray their expenses of running the course to determine the validity of any protests which may be filed, and no provisions were made to guarantee the competence of these three people who may be so selected.

A Crying Need

A proposed amendment to the new regulation which was narrowly defeated in a roll call vote would have tied in this new subcommittee with a useful function for which there is a crying need in the sport today. It was proposed that this same committee act as the check-out crew to screen the rally

in advance for code violations and errors of commission or omission.

This would have given an intimate knowledge with which to judge protests intelligently. The rallymaster of the sponsoring club should sit with this committee at least in an advisory capacity since he knows more about the event than any other individual. As a practical matter it will be most difficult to find three willing competent non-contestants to serve on each event. And in the final analysis, as chairman Guess pointed out, the Council has no police powers and cannot force its will upon the sponsoring club anyway. The decisions of this committee will not necessarily be binding on the member clubs for trophy purposes, but will be considered in awarding championship points.

Alternate Plan

In my opinion, this measure should be reversed at the next Council meeting with the substitution of a well-considered alternate plan. Why not have one of the non-rallying members of the Rally committee (yes there are several) together with one of the members of the check-out committee sit as advisors with the club-selected protest committee in the handling of protests? This would leave control of the final disposition of protests in the hands of the sponsoring club where it belongs subject to the present machinery for appeals, and would provide on-the-spot counseling by the supposedly cooler heads representing the Council.

This should be augmented by setting up a protest fee of \$5 to help defray the costs of investigating the merits of the protests. This little fee will serve to reduce the number of protests to those with merit. The fee would, of course, be refunded in the event the protest was valid.

RALLIES

SEPTEMBER

- 20-- RALLYMASTERS SCRATCH ONE Open SCCSC event. 5 hours, nav. 9 A.M. Hody's Sepulveda & Ventura, \$5.50, post \$4. Bill Chester R.M. Call Jan Woodard FR 2-2231
- 19-20-- SCCA National Championship NORTHEAST OHIO rally
- 18-21-- VIKING RALLY (Europe)
- 27-- SAN FERNANDO VALLEY SCCA CHERCHEZ LA ROUTE, 4 hrs. nav. & S.O.P. Reseda Bowl, Reseda, \$2. 9 A.M. picnic. Call Bob Chapman DI 7-7602
- 27-- SANTA MONICA SCCA HAIRPIN HASSLE II, SCCSC Open event, 6 hrs. nav. 8 A.M. Sunset Blvd. & Pac. Coast Hwy, \$3.50 Post \$4, Charlotte Nesbitt & Ruth Piercy, R.M.'s. Call Pat Dunham ST 4-2976
- 26-27-- SCCA National Championship rally CONTINENTAL DIVIDE (Colorado)
- 27-- SCCA Concours D'Elegance, Huntington-Sheraton Hotel, benefit.

OCTOBER

- 3-- DOUGLAS SCC DESERT RALLY V an SCCSC Open event, 7 A.M. Bob's Sepulveda near San Fernando Mission Rd. 6 hrs. nav. \$5; post \$6, slalom on Sunday Jim Robinson 354 Las Casas, Pacific Palisades. Opens Palm Springs season.
- 3-4-- PORSCHE OWNERS CLUB STUTTGART SAFARI NCSOC Championship event. Write 5667 Arborvitae, Los Altos.
- 10-11-- SCCA National Championship rally RIF VAN WINKLE (New York)
- 13-17-- AMERICAN INTERNATIONAL RALLY \$10,000 purse, Write 125 E. Linden, Burbank
- 17-18-- SCCA National Championship rally SOUTH TEXAS STATE FAIR (San Jacinto, Texas)
- 22-25-- PORTUGUESE RALLY (Europe)
- 23-25-- SCCA National Championship rally FLAMING FALL (Kansas City)
- 25-- SAN DIEGO SCC EL LIEBRE III An SCCSC Open event. Lawton's Drive-In, Mesa, 6 hours, nav. \$5 post \$6. Desk Teeters 3650 Crown Point Dr. San Diego
- 25-- SINGER OWNERS CLUB Championship Slalom.

Lakester Record Set by Nerpel

Chuck Nerpel, Los Angeles Formula III builder and driver, ran his sleek Andree Special at Bonneville in this year's CTA speed runs, setting a new, though unofficial, two-way Class H Lakester record of 99.11 mph, beating the official record, set in 1956, of 92.34 mph.

Nerpel added a bubble cowl and wheel disks to his homebuilt Formula III car and used the same B.S.A. single cylinder engine he

uses in local races.

The Class H Lakester category has been dropped by the CTA in recent years, due to a lack of interest. Nerpel hopes to arouse enough interest to have the class re-opened for the 1960 runs.

EXPERT SERVICE FOR

PORSCHE VOLKSWAGEN

WHERE
COURTESY
AND
QUALITY
ARE
FIRST

MICHELMORE MOTORS

6957 RESEDA BLVD. RESEDA

Dickens 4-7187

SUBSCRIPTION ORDER

MOTORACING—1 yr. \$3.00; 3 yrs. \$8.00

CLIP THIS COUPON—ATTACH REMITTANCE AND MAIL TO:

MOTORACING, P.O. Box 1127

Culver City, Calif.

Name _____

Street _____

City _____ Zone _____ State _____

Air Mail \$6—1 Yr. for U.S., Hawaii, Canada, Mexico

☐ New Subscription

☐ Renewal



Ultimate in Motor Racing Films

Shown Tues. Nights, 9 & 11, at

The Motor Sport
Bar

FREE! FREE! FREE!

ROAD RACING AND SPEEDWAY FILMS

16148 Ventura Blvd.

Encino, Calif.

MOTORACING

3862 Westwood Blvd.

Culver City, Calif.

Entered as Second Class Matter
at Culver City, Calif.

NEWS

Rene Pellandini

President of Worldwide Import, Inc.

Western States Distributor for AC and Morgan Cars

CONGRATULATES

**LEW SPENCER and
BARBARA WINDHORST**



Barbara Windhorst & Lew Spencer

**For their impressive 1st Overall Wins
at the recent San Luis Obispo and
Santa Barbara Road Races**

**It takes an AC Bristol to win!
A Proven Winner
on All Major U.S. Road Race Courses
7th Overall at Le Mans — 14th Overall at Sebring**



WORLDWIDE IMPORT INC.

1968 So. Sepulveda Blvd., Los Angeles
(Between Olympic & Santa Monica Blvd.)
GRanite 7-6739

